

FOR THE GYMNASIA.
LAZARUS

The Hongkong Telegraph.

SATURDAY OCTOBER 6, 1923. 六拜禮 號六十月年三十二百九千一

"RECONDITIONED CARS."

Often you hear men say that if they cared to invest a little money in this or that they could get thousands of more miles out of their cars. But they don't bother. They trade in on a new car. And two miles to a mile which they should have a mile. And the cars are good for thousands of more miles just as they are.

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OUR FOREIGN POLICY OUTLINED.

MARQUESS CURZON'S SPEECH TO EMPIRE DELEGATES

(Reuter's Service.)

London, October 5.
Marquess Curzon occupied a three hour sitting of the Imperial Conference this morning in reviewing the foreign situation all over the world. The greater part of his speech is necessarily confidential as it supplemented a written communication on the past two years by giving the delegates orally the inner history of that period, explaining the springs of British policy since 1921. It was decided that certain parts of his speech relating to matters of urgent importance be published verbally later in the day. It was pointed out that this is a departure from the procedure at all previous conferences.

Mr. Baldwin communicated a message from His Majesty thanking the Empire Premiers for the generous terms of their address on the occasion of the opening of the Conference, and trusting their deliberations will lead to a solution of the many grave problems, the settlement of which is so necessary for the commonwealth of British nations.

Marquess Curzon in his speech said we welcomed our Allies' victory in the Ruhr, if victory it was, but he pointed out that, as the British Government had anticipated, this had produced the beginnings of the internal disruption of Germany, a disruption which was not merely an ominous political symptom but had a portentous economic significance, as it meant the ultimate disappearance of the debtor himself. He added that Britain awaited and expected the next proposal from France. Britain was quite ready to receive and discuss in a friendly spirit any measures France now proposed to take. He laid stress on the British right to be consulted. Germany's difficulties remain.

He expressed the opinion that the German surrender should have been made three months ago, but suspected that no German Government could at that time have survived the surrender. It was at present uncertain whether Herr Stresemann, who had the courage and wisdom to take this step, would survive. Were we, however, any nearer a settlement? Would reparations begin to flow in? Lord Curzon intimated that the Government thought the time for a discussion between the allies had come, and said he had not concealed the British view in his conversations with the French Ambassador, and it had the approval of Mr. Baldwin, who recently did so much by his visit to Paris to re-create a friendly atmosphere after a rather heated discharge of rival guns. The German Government were, as far as he could gather, sincere in their intentions, and had taken the steps required, though it might be too much to expect that the abandonment of resistance would be followed instantly by enthusiastic co-operation.

Our position at Cologne gives us the right to be consulted in any local arrangements that may be proposed, and in that position we have no intention to abandon our reparation claim, willing as we have been to pare it down in the interests of a settlement. This renders it impossible that any such settlement could be reached without our co-operation. Our stake in the economic recovery of Europe, which in some respects affects us more than Germany's immediate neighbour, makes us long for an issue. We have already shown our willingness by the unexampled concessions we will contribute therein.

Earlier in his speech Marquess Curzon said no sane person had expected Germany would be able fully to pay the 6,500 millions demanded by the Reparations Commission. He described Mr. Bonar Law's proposal to totally cancel the Franco-Italian war debts to Britain, if his proposals had been accepted, as startling, though they did not recognise the generosity. He said it cannot be denied that the sanguine expectations with which the Ruhr occupation had been begun had been largely falsified by results. The Government had more than once indicated willingness to discuss security with the French Government, if security be in their mind. He declared that after the last French and Belgian replies, our capacity for useful intervention was manifestly exhausted.

In the only other part of his speech published, Lord Curzon vigorously defended British policy in the Near East. He said the Lausanne Treaty was not such as might have been signed had the Powers maintained a united front on all points, but it was the best obtainable in the circumstances. He sketched his efforts to end the ill-judged and ill-fated Turco-Greek hostilities and said the task was not rendered easier by the Franklin Bouillon agreement which encouraged Turkish pretensions. Britain alone saved the situation in the crisis after the Turkish victory over Greece, and prevented an invasion of Europe. He claimed the solution regarding the Straits as eminently favourable to British Imperial interests and thought the final restoration of peace in the Near East, the freedom of the Straits, the liberation of the entire block of Arab countries, the enhanced prestige of Britain in Turkey, together with appeasement in all Moslem countries, sufficiently justified the British labours at Lausanne. A very heavy task awaited Turkey. He expressed the opinion that she would experience great disillusionments, many disappointments, and some fruits she claimed to be garnered would turn out Dead Sea apples in her mouth; but in making the great experiment she started with complete absence of resentment on our part and a sincere expression of our goodwill.

Economic Matters.

London, October 5.
The Imperial Economic Conference this afternoon continued its discussion of matters for facilitating Empire trade.

London, October 5.
Mr. Bruce and the Australian delegates have arrived in London.

London, October 5.
This week's work of the Imperial Economic Conference has been devoted to laying the foundations for the main discussions. All the Imperial delegates will be examining Marquess Curzon's exposé during the week-end, and it is anticipated that Monday will be devoted to speeches in reply, when, it is an open secret, there will be not a little searching of heart. It is impossible, however, that the general public can follow the discussions, as the most important parts will not see the light of day. One of the features of the first week has been the notable battle behind the scenes in the interests of publicity. Some of the delegates, especially the Canadian ones, urged the fullest publicity, while the methods of secrecy found a doubtful champion in Mr. Baldwin. It is believed the fight was continued to the very eve of Lord Curzon's statement, but the open methods carried the day. There is still some fear expressed by the Dominion delegates that the publicity conceded may not accord with their hopes and desires, and probably more will be heard of the question.

GERMAN CABINET DIFFICULTIES.

Berlin, October 5.
The Democratic Party has passed a resolution stating it is unable to support the Government, it having no Parliamentary basis. As the majority of other parties have adopted the same view, it is believed Herr Stresemann will now try to form a Cabinet supported by the Parliamentary parties.

PEKING ELECTION.

TSAO KUN'S BIG MAJORITY.

DR. SUN COMES SECOND.

Peking, Oct. 5.
At the Electoral College for the Presidential election there were 590 members present. The voting resulted as follows:—

Tsao Kun	480
Sun Yat-sen	33
Tang Chi-yao	20
Tsao Chuan-hsun	8
Tsao Chai-jui	7
Wu Pei-fu	5

Luk Wing-ding, Tan Yen-kai, Chang Tso-lin, Chang Shou-tseng, Wu Ching-lian, Wang Chia-hsing and others lesser known all received one vote each. Twelve votes were invalid. The College waited till two o'clock before the arrivals from Tientsin. The voting lasted till 4.30 p.m., proceeding most smoothly. It was attended by the Paoing-fuldears, representatives of the Legations, including Dr. Schurman; foreign correspondents; Dr. Wellington Koo and other Cabinet members. The streets were heavily guarded around Parliament.

It is understood that the Speaker must send delegates to give Tsao Kun his election certificate and request him to proceed to Peking. It is expected that he will arrive in a day or two.—Reuter

PITMAN'S SHORTHAND.

ITALIAN CONVENT SUCCESSES.

Results of Pitman's Shorthand Examinations, held on July last, are as follows:—

Miss Dolly Hanson—American certificate, shorthand speed 120 words a minute.
Miss Daisy Dunnett—100 words.
Misses Beatrice Gill and Margaret Kent—80 words.
Misses Iris Barnes, Conchita del Pan, Amy Stonham and Ettie Rosario—60 words.
Elementary Certificate Misses: Mira Gutierrez, Bertha Smith, Helviges Silva, Cassie Xavier, Nellie Gubbay, Anita King, Anita Silice, Marjorie Barnes, Lizzie Thomas and Lolita Rocha.

BRICKWORKS SITE.

ANOTHER SALE OF LAND.

At the District Office, Taipo, on the 17th instant, there will be sold by auction 18 lots of Crown land, aggregating about 7.70 acres, the upset price for which is \$1,057.
The purchaser will be required within six months of the date of sale to spend not less than \$100,000 on the construction of brickworks on these and adjoining lots, capable of turning out not less than 7,500 bricks per day.

LADIES' GOLF CHAMPIONSHIP.

MARRIED WOMEN ELIMINATED.

New York, October 5.
On the Westchester Biltmore course, in the American ladies' golf championship semi-finals, Miss Cummins of Ontonagon defeated Mrs. Vanierbeck of Philadelphia at the twentieth hole. Miss Atlingz of Atlanta, beat Mrs. Goss of New York, by two up. The holder, Miss Collett, of Rhode Island, was defeated by Mrs. Vanierbeck by two holes. The English representative, Miss Edith Leitch, was by beaten Miss Cummins by 5 and 4. Both these matches were in the third round.

MR. LLOYD GEORGE REACHES AMERICA.

New York, October 6.
Mr. Lloyd George arrived on the Mauretania. He was faced by a hush battery of reporters and photographers, and subjected to a rapid fire of questions. He declared the unhappiness resulting from the war was due to the ineffective operation of the Versailles Treaty. The League of Nations could not be considered a going concern without the participation of the United States.

(Other Telegrams on Page 4)

S. S. GRACCHUS IN A TYPHOON.

HAD TO PUT INTO FOOCHOW.

Much anxiety was felt at the beginning of the week for the safety of the B.I.S.N. Co's s.s. Gracchus, which left Hongkong on September 27th for Shanghai, and was not reported up to October 2nd. As the vessel was due at the Northern port on October 1st, and there was very rough weather on the coast, it was feared that she might have met with disaster, and masters of vessels in the vicinity were asked to keep a lookout for her. This notice was issued by the Hongkong Harbour Office on Wednesday.

News has come through to the local agency, however, that the vessel is safe, and all aboard are well. The Gracchus ran into a typhoon near Tang Yung Island, and received a very severe buffeting, so the captain decided to put back and make for Foochow, where the vessel arrived on the afternoon of October 2nd.

CHINA'S PRESIDENT.

TSAO KUN'S CAREER.

The newly-elected President of China, Marshal Tso Kun, attains that position after being for some time Inspector General of Chihli, Shantung and Honan Provinces. Prior to that he was General of the Third Army Division. President Tso graduated from the Peiyang Military Academy and was in active service during the Sino-Japanese War. He was appointed Tachun of Chihli in 1917, and in June of the following year was made Inspector General of Szechuan, Kwantung, Hunan and Kiangsi for operations against the South. When Chang Hsun and Mianzi for operations against the South. When Chang Hsun re-established the Manchurian monarchy in July, 1917, General Tso Kun directed his forces against Chang's army in concert with ex-Marshal Tuan Chai-jui. In 1920, with Marshal Chang Tso-lin's Army, his forces succeeded in dissolving the Anfu Political Club.

LOCAL BOXING.

SUGGESTED MATCHES.

A correspondent writes us suggesting that in connection with the forthcoming season, a match might be arranged for the Lightweight championship of the Colony between A.P. Chadwick of H.M.S. Marazion, and Capt. Matty Smith, Lightweight Champion of the Australian Overseas Forces.

Another suggested contest is a match between A.P. Duncan, of H.M.S. Marazion, Middleweight Champion of the Colony, and Iron Box, Middleweight Champion of Manila.

Chadwick, we understand, is fighting Billy Pringle of Australia in Shanghai this month.

ENGINEER SENTENCED.

THEFT OF SHIP STORES.

David McKintosh, 35, second engineer of the Nemazea boat Sarvistan, was sentenced by Mr. J. R. Wood, at the Police Court this morning, to three months' hard labour for the theft of various ship stores, comprising 35 iron fire bars, 436 brass condenser taps, two condenser plates, one duplex steam pump, chain blocks and tackle, amounting in value to \$530.

Defendant, pleading guilty, said he received only \$240 for the whole lot on disposal to a marine hawk.

BIRTHS AND DEATHS.

ORDINANCE TO BE AMENDED.

There will be introduced in the Legislative Council on October 11th, an Ordinance to amend the Births and Deaths Registration Ordinance, 1895.
The object of this Bill is to simplify and amend the law relating to the registration of births and deaths. The Ordinance is undoubtedly obscure in parts, and the interpretation is difficult. There are also at the present time divergencies in actual practice from the authorised procedure and arrangements. It is further desirable that the Registrar of Births and Deaths should have power to appoint Deputies to carry out much of the routine work entailed. In addition, some portions of the Ordinance, taken from the Births and Deaths Registration Act, 1874, appear to have been included without being fully adapted to the circumstances of the Colony, and on the other hand, certain portions of the Act, which might well have been adopted have been omitted.

NEW TERRITORIES.

SANITARY CONTROL SCHEME.

An Ordinance to amend further the New Territories Regulation Ordinance, 1910, is to be introduced in the Legislative Council on October 11.

The Objects and Reasons state that the development of the New Territories (other than New Kowloon), and particularly the growth of Tai Po Market, seems to call for power to initiate some simple system of sanitary control. For example, the keeping of pigs in unsuitable places has become a serious nuisance at Tai Po Market. Clause 2 of the bill accordingly inserts in section 6 of the principal Ordinance a subsection giving the Governor in Council the same power to make rules for the New Territories (other than New Kowloon) as the Sanitary Board has to make by-laws for the rest of the Colony.

The same clause gives the Governor in Council power to set apart cemeteries in the New Territories (other than New Kowloon), and also power to prohibit the burial or depositing of human remains in or upon any specified places in the New Territories (other than New Kowloon). This latter power may be necessary in certain residential districts, e.g., in Cheung Chau.

Section 46 of the principal Ordinance is impracticable as it stands at present, as the Land Officer may be at the opposite end of his district. Clauses 3 and 5 remove the provisions requiring his signature as a witness on the redemption receipt.

500 STAMPS ON ONE PARCEL.

An International Art Society at Braintree, Hampshire, the Print Society, has received a parcel from Vienna, with 510 stamps on it, of a face value of 510,000 kronen—£21,250 at normal exchange.

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUES.

London, Sept. 22.

English League—First Division:—

Arsenal 10, Birmingham 0; Aston Villa 5, Preston North End 1; Blackburn Rovers 4, West Bromwich Albion 0; Bolton Wanderers 3, Tottenham Hotspur 1; Cardiff City 1, Newcastle United 0; Huddersfield Town 2, Everton 0; Liverpool 1, Burnley 0; Middlesbrough 0, West Ham United 1; Nottingham Forest 1, Notts County 0; Sheffield United 1, Chelsea 0; Sunderland 5, Manchester City 2.

Scottish League—First Division:—

Aberdeen 0, Celtic 2; Arbroath 6, Clyde 1; Hearts 2, Ayr United 3; Falkirk 0, Partick Thistle 1; Kilmarnock 3, Dundee 2; Motherwell 1, Clydebank 3; Queen's Park 4, Hibernians 1; Raith Rovers 1, Morton 1; St. Mirren 4, Hamilton Academicals 1.—Reuter.

London, October 4.

English League, First Division:—Notts County: Middlesbrough one goal to nil.—Reuter.

ENGLISH LEAGUE-FIRST DIVISION.

	P.	W.	L.	D.	Pts.
Notts C	8	5	1	2	15
Cardiff C	8	5	0	3	15
Bolton W	10	3	2	5	11
Aston Villa	10	3	2	5	11
Huddersfield	8	4	2	2	10
Blackburn R	8	4	2	2	10
Tottenham H	8	4	2	2	10
Newcastle U	9	4	3	2	10
Liverpool	8	4	3	1	9
Sheffield U	8	3	2	3	9
West Brom A	8	3	2	3	9
Everton	10	2	3	5	8
Nor. Forest	8	3	3	2	8
Sunderland	8	3	3	2	8
Chelsea	8	2	3	3	7
Arsenal	8	3	4	1	7
West Ham	9	2	3	3	7
Birmingham	9	2	4	2	7
Manchester C	8	2	4	2	7
Burnley	8	1	3	4	6
Middlesbrough	8	1	6	1	5
Preston N E	8	0	6	2	2

SCOTTISH LEAGUE-FIRST DIVISION.

Airdrieonians	8	5	1	2	15
Queen's Park	7	5	1	1	15
Partick T	8	5	2	1	15
Rangers	7	4	1	2	11
Celtic	8	4	2	2	10
Raith Rovers	7	4	2	1	9
St. Mirren	7	4	2	1	9
Hearts	8	3	2	3	8
Aberdeen	8	3	2	3	8
Kilmarnock	7	3	2	2	8
Falkirk	8	3	4	1	7
Hibernians	8	2	2	3	7
Clydebank	8	2	3	3	7
Ayr United	7	2	3	2	6
Clyde	8	1	3	4	6
Dundee	7	2	4	1	5
Motherwell	7	2	3	1	5
Greenock M	9	2	6	1	5
Third Lanark	6	1	5	0	2
Hamilton A	7	1	6	0	2

EXCESS WATER.

NEW SCALE OF CHARGES.

A new regulation under the Waterworks Ordinance, which is to come into force on January 1st, 1924, lays down that the price of water supplied by meter and charged for as "excess consumption" will be, in cases where filtered water is supplied, at this rate of 75 cents per 1,000 gallons, and, where unfiltered water is supplied, at 35 cents per thousand.

The special rates charged in the case of certain water supplied to the naval and military establishments are to remain in force; the price of water supplied by meter from the waterworks at "Fauling" and charged for as "excess consumption" will be, at the rate of \$1 per 1,000 gallons; the special rate for the Royal Hongkong Golf Club will remain in force; and the price for water supplied by meter in the Peak District and charged for as "excess consumption" will be at the rate of \$1 per 1,000 gallons.

EXCITING FIGHT.



"Young" Striding

who won the fight against Mike McTigue



Mike McTigue.

beaten by "Young" Striding.

TO-DAY.

Closing Exchange 2s. 3. 5/16d.
High Tide 7.18 p.m. Low
Lighting Up-Time 6.07 p.m.

News in To-Day's New Advertisements.

A special launch will leave Hongkong and Kowloon on Sunday in connection with the Kowloon Dock Swimming Gala.—Page 4.

Consignees are notified of the arrival of the s.s. "Taiyo Maru".—Page 14.

For the special attraction at the Coronet Theatre, see announcement on Page 4.

The final Promenade Concert in connection with the H.K.V.D.C. will be held on the 19th inst.—Page 4.

"The Bolted Door" commences at the World Theatre to-morrow.—Page 4.

Certain Bills of Lading are declared null and void.—Page 4.

LISTEN.

Businessmen are marksmen aiming at a finite trade. Sound advertising is the most effective ammunition.

Motorists or those who contemplate becoming car owners, will find interesting particulars concerning reliable makes of cars and motor cycles in the "Motor Supplement" with this issue. Particulars of forthcoming and sale prices appear on Page 4. There is a special programme at the Star Theatre to-night.—Page 12.

NOTICE

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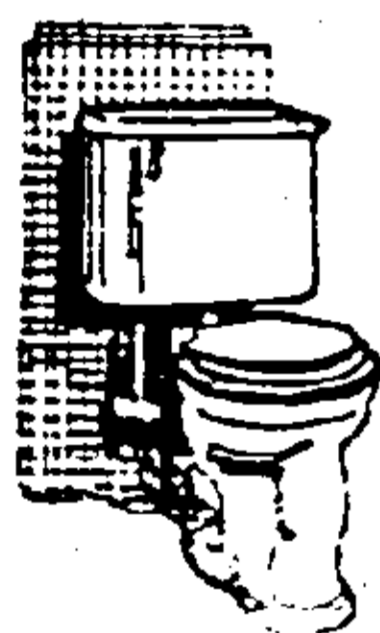
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EARLIER TELEGRAMS.

SCENE AT BOXING MATCH

Columbus, Georgia, Oct. 5.

Young Stribling has been awarded the light heavy-weight
boxing championship of the world against Mike McGigue, who
fought despite injury to his left thumb.

Owing to the ugly attitude of the public the referee, Harry
Ertle, who adjudicated the Dempsey-Carpentier fight, at first de-
clared the match a draw at the end of the stipulated ten rounds,
but changed the decision in consequence of the spectators' hostile
demonstration. He was subsequently escorted by the police to
his hotel.

Stribling is an eighteen year old High School boy trained by
his father and mother.

Ertle later declared that he never indicated a draw but took
twelve pressmen's opinions, all of whom favoured Stribling.

Columbus, Oct. 5.

McGigue, interviewed, asserted that he was forced to enter
the fight at the point of the pistols of his manager, who declared
to the spectators that he had threatened to hang him if the fight
was called off.

Later.

Three hours later the fight was officially declared a draw, the
referee saying he gave Stribling the decision under the specta-
tors' intimidation.

LORD CURZON'S STATEMENT.

London, Oct. 5.

It is understood that the portions of Lord Curzon's statement
at the Imperial Conference that are to be published particularly
refer to the German situation and the British attitude in regard
to the Ruhr. It is believed that the question of territorial waters
limit which has been discussing between Britain and the United
States will also be submitted to the conference in order to enable
the Dominion Premiers to express their views before any definite
decision is reached. Persons well informed do not entirely rule
out the possibility of the British Government agreeing to Secretary
Hughes' proposal for the establishment of a twelve mile limit.

NETHERLANDS BANK SUSPENDS.

London, Oct. 5.

From the Hague it is announced that the savings bank established
by the Government three years ago with postal and "Giro" service,
the latter similar to the British clearing system, has been sus-
pended. Great consternation has been caused at the news as
£52,000,000 have been deposited by 120,000 people, many whom
placed all their cash there, but it is officially stated that the
government guarantees the full amount due to the public, and
that there will only be a temporary embargo on the credit balances
in order to rectify thousands of errors in the accounts, after which
the "Giro" will resume operation. In the meanwhile account holders
requiring cash will receive advances from private banks on cer-
tificates of "Giro" in regard to their credit balances.

GERMAN PAPER SUSPENDED.

Munich, Oct. 5.

Herr Vonkahr has banned Hitler's organ *Voelkischer Beobachter*
in consequence of an inflammatory proclamation headed "artillery-
men stand to your guns." The Reich ordered the suspension
several days ago but hitherto the order had been ignored.

THE NEW GERMAN CABINET.

Berlin, Oct. 5.

Messages indicate that the new Stresemann Cabinet will not
consist of more than half dozen ministers, among whom will pro-
bably be Herr Gessler for defence and interior, and Herr Luther
for finance.

AMBASSADOR HARVEY TO RETIRE.

Washington, Oct. 5.

It has been officially disclosed that Colonel George Harvey
will retire from the Ambassadorship to London about the 1st
January. Ambassador Child of Rome will not return to Italy.
Both resignations are wholly personal.

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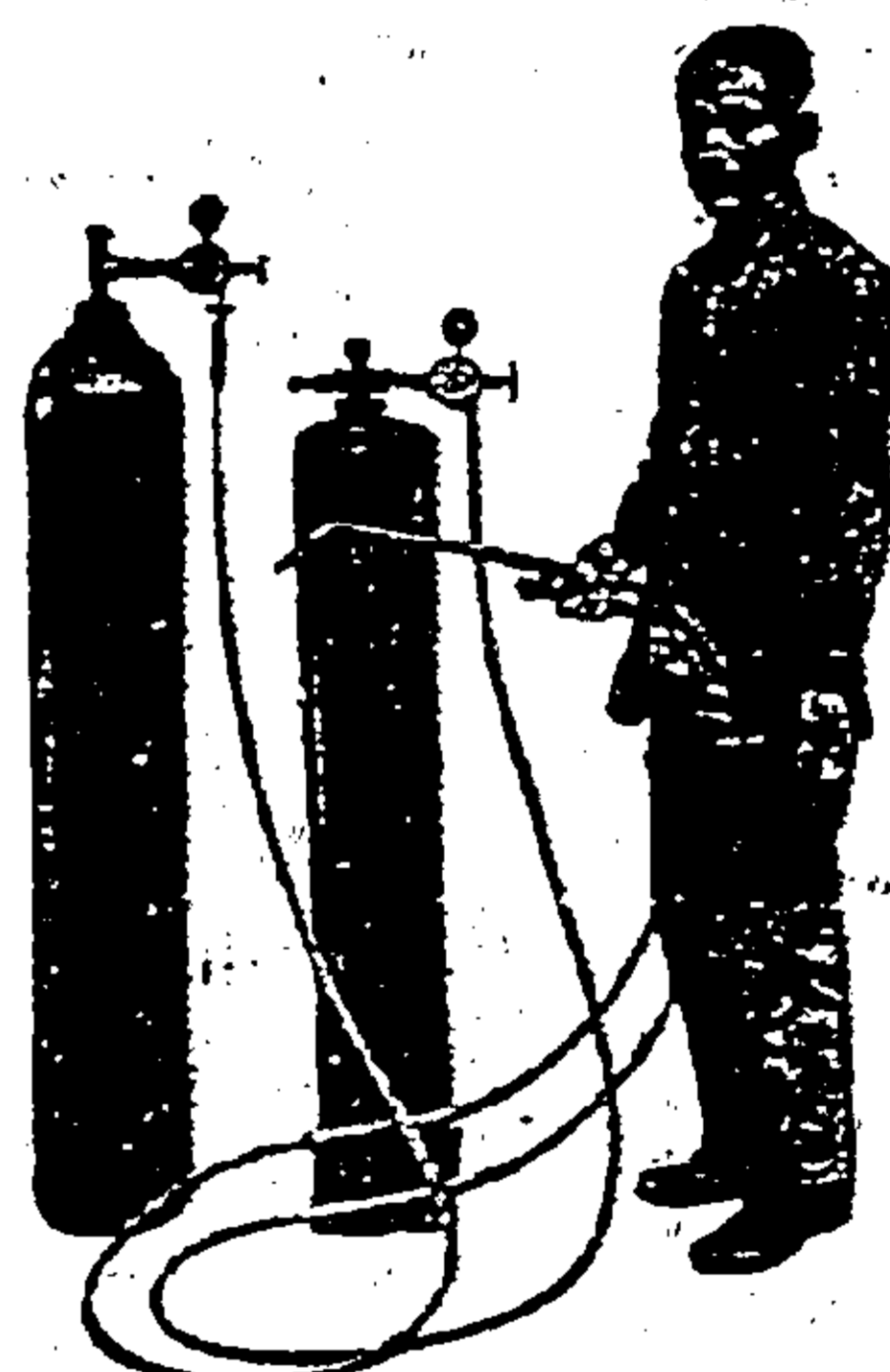
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better in the morning. Of
chemists, or post free 60 cents the
vial, from Dr. Williams' Medicine
Co., 60 Kiangse Road, Shanghai.

THE PINK 'UN.

Asked if he had any witnesses,
a man at Willelson Police Court
replied, Yes, I have one, a news-
paper boy. But I don't know his
name. We always call him "Pink
'un." The Magistrate: Call
"Pink 'un" in the corridor. The
warrant officer called "Pink 'un,"
and a very pale boy responded
and gave evidence.



COLUMBIA DANCE RECORDS
OCTOBER LIST

	CUT YOURSELF A PIECE OF CAKE	Fox-Trot
2844	THE BUCK'S QUACK	" "
2956	MY SWEETIE WENT AWAY	" "
2840	LOVE TALES	" "
2948	MAD	" "
2948	FIRST, LAST AND ALWAYS	" "
3157	LOUISIANA	" "
3157	ANNABELLE	" "
3157	LOVE	" "
3152	THE LIFE OF A ROSE	" "
3152	WHERE THE GANGES FLOW	" "

ANDERSON'S

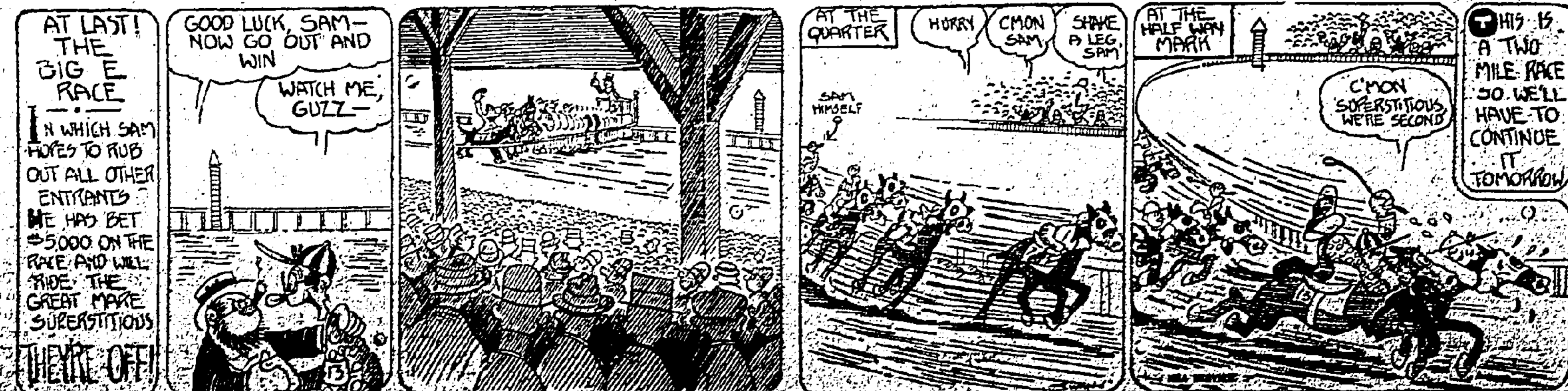
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SALESMAN SAM

A Real Thriller

BY SWAN



UNDERWOOD TYPEWRITERS
PRICE - H.K. \$112.50 - NET.

Weight
In Case
24 Lbs.

PORTABLE MODEL
Sole Agent
DODWELL & CO. LTD.
Queen's Road, Central, H.K.

WHITEAWAY'S



SPECIAL DISPLAY

OF

AUTUMN & WINTER

READY-TO WEAR DRESSES

AND

DRESS MATERIALS

ALSO

LADIES HAND BAGS

IN

BEAD & FANCY LEATHERS.

INSPECTION CORDIALLY INVITED.

Whiteaway Laidlaw & Co., Ltd.

HONGKONG

(Incorporated in England.)

HALL'S DISTEMPER

The KING of Water Paints

It's Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters.
Write for our Brochure on "How to decorate your Home."

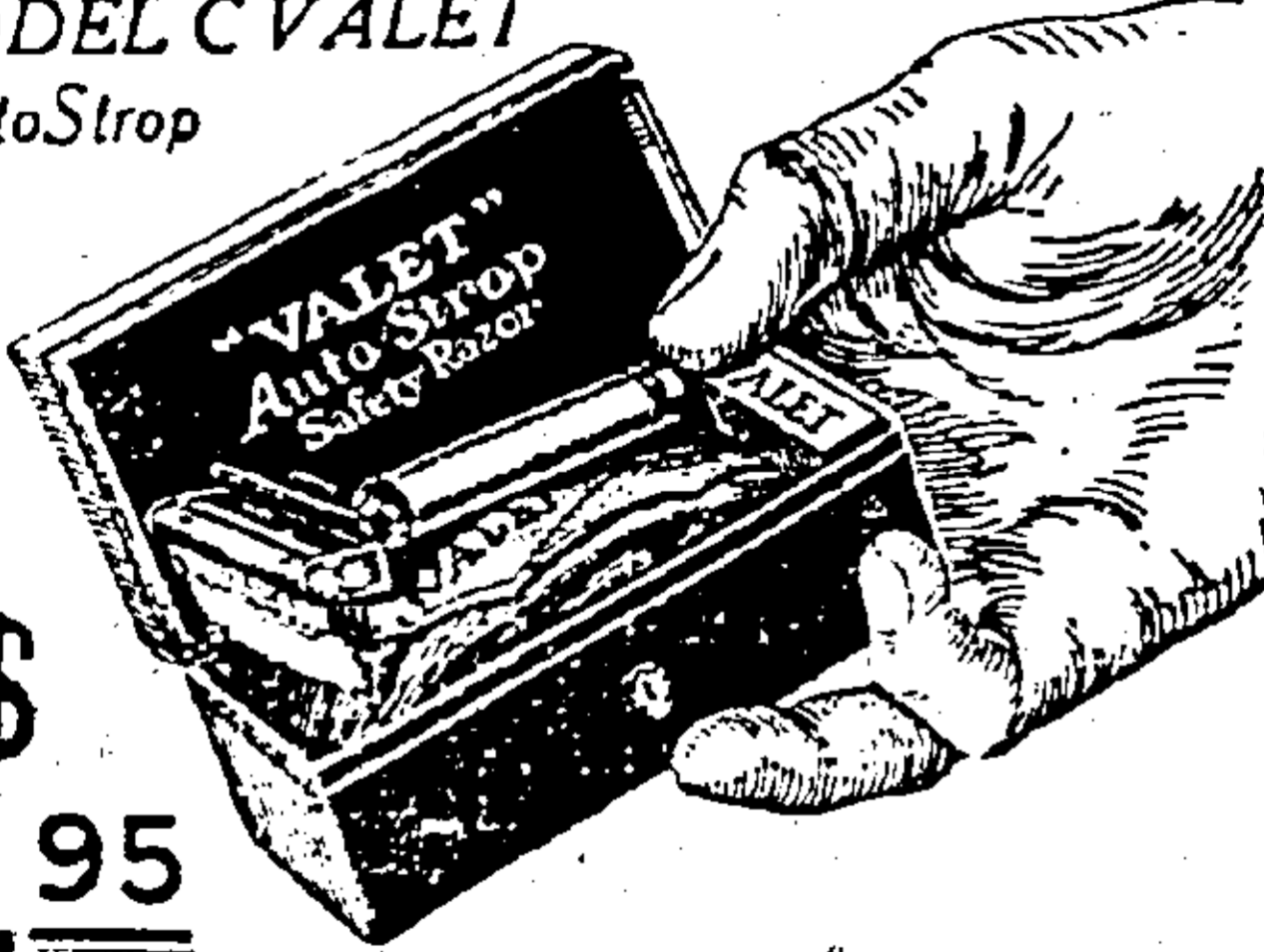
William C. Jack & Co., Ltd.

Sole Agents.

HONGKONG & SOUTH CHINA.

Announcing the new
MODEL C VALET
AutoShop
Set

MADE IN ENGLAND



\$
2.95

The well-known Model "B" Valet AutoShaver has won its premier position because it is the most economical and efficient shaver ever invented. The Manufacturers now announce an additional and entirely new Model, which embodies all the practical features with a less expensive finish. It is known as Model "C" and is in the most hygienic principles to be obtained of all shavers and stores throughout China and the East from the stockists, Fletcher & Co., Ltd., Colonial Dispensary, Edward Dispensary, A. C. Watson & Co., and Mr. Ferber's Blenosan Capsules and refuse such tales.

Safety "VALET" Razor
AutoShop

Wholesale Distributors

W. R. LOXLEY & CO.

HONG KONG



THE NEW CAPSULE.
European doctors know the value of a small capsule, and have prescribed them continually to their patients for a great number of years.

BIENOSAN CAPSULES
(Santal Oil & Eucalypti)
provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all other and are made in a modern laboratory to preserve the most hygienic principles.

to be obtained of all chemists and stores throughout China and the East from the stockists, Fletcher & Co., Ltd., Colonial Dispensary, Edward Dispensary, A. C. Watson & Co., and Mr. Ferber's Blenosan Capsules and refuse such tales.

ROBERT FERBER LTD.
Aptium Rd., London S.W. 15

CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

Destruction Of Trees.

Sir,—May I be allowed, through the medium of your valuable paper, to call the attention of the authorities to the ruthless destruction of young trees that is taking place in certain districts in Hongkong? There are existing laws, I believe, which forbid this.

Would it not be to the interests of the Government to enforce these laws, and teach the people that they must obey them?

In one district groups of people carrying their bundles, pass within sight of a Police Station, and that such an open defiance of our laws is allowed, is sadly to be deplored.

One does not wish to be hard on these people, who no doubt are glad to be able to make money out of the sale of the wood, yet there are plenty of legitimate ways of earning their livelihood, and they ought to be made to realise that this destruction of healthy, and health-giving young trees, is not allowed by the British Government, which, although very lenient in dealing with the natives, should not tolerate this indifference to the laws in this British Colony.

Yours etc.

INTERESTED.

Hongkong, 5th Oct., 1923.

HONGKONG CRICKET CLUB.

ANNUAL MEETING YESTERDAY.

The annual meeting of the Hongkong Cricket Club was held yesterday evening at the pavilion. Mr. H. A. Nichol was voted to the chair. Supporting him were Mr. G. R. Sayer, Mr. E. J. R. Mitchell, Mr. R. E. A. Webster, Mr. L. J. Davies, Mr. H. E. Halland, and Mr. L. S. Greenhill, Hon. Sec.

In proposing the adoption of the report and accounts, the Chairman said at first glance the past year's results seemed disappointing compared with the previous year, but when one came to analyse the figures he thought that they would agree with him that they were not so bad as they seemed. Subscriptions still exceeded the running expenses by some \$1,400, although the expenses had increased by over \$1,500 owing to the new pavilion, representing a big increase and an increase in taxes, lighting and fire insurance premium. A bright spot in the accounts was the receipts, which showed an increase of about \$700. This, he thought, entirely due to the careful supervision of Mr. Ramsey and not to efforts made to suggest to members increased contributions.

The drop in interest received was due to money being deposited having been utilised to pay for the new pavilion.

Eighty shillings of the total value of \$1,000, had been drawn for payment, of which 75 had been paid. At the present moment it was not deemed advisable to pay off any more subscriptions, but it was hoped that they might be able to do so in the spring of next year.

They had to thank Mr. Harry Hancock for the gift of a standard time clock for the pavilion and Mr. Barker for the gift of a clock for the bar, which he (the Chairman) had not seen yet (laughter).

Efforts would be made to give as many cricketers as possible the games in matches, and the Chairman hoped that they would show their appreciation of his efforts by playing when chosen.

They had two extraordinarily fine Inter-Port matches with Shanghai during the year. The one at Hongkong they won and, whilst giving their team full marks for their plucky fight, the Shanghai match they frankly gloated over.

The report and accounts having been adopted, the election of officers took place and resulted as follows:

President: Mr. R. Hancock.
Committee: Messrs H. A. Nichol, P. M. Hodgson, E. J. R. Mitchell, R. E. A. Webster, H. E. Halland, L. D. McNicoll, T. E. Pearce, F. Syme, Thompson and F. A. R. Dowd.

Treasurer: Messrs Percy Smith, S. B. and P. M. at a fee of \$750 per annum.

Auditors: Mr. H. Greenwood.
Mr. L. S. Greenhill was re-elected Hon. Sec. by an unanimous vote. Mr. G. W. S. well moved that the best thanks of the meeting be voted to Mr. Mitchell for the work he did in undertaking the duties of Secretary whilst Mr. Greenhill was on leave. Mr. Mitchell was a real enthusiast and had the happy knack of getting people to play games whether they wanted to or not.

The vote was carried unanimously.

THE NEW PRESIDENT

TSAO KUN WINS AT ELECTION

Peking, Oct. 5.—Tsoo Kun was elected president of the Chinese Republic at the elections to-day.

Peking, Oct. 5.—Parliament met at ten this morning. Throughout the morning there was no quorum, but one was secured at twelve-thirty, on the arrival of more members of Parliament from Tientsin. The election of Tsoo Kun is now considered practically certain this afternoon.

CRICKET.

HONGKONG C. C. TEAMS

On Monday, the Club we put in the field two first XI teams. Both matches commenced at 10.15 a.m. and stumps will be drawn at 6 p.m. The teams are as follows:—
H. K. C. C. v. Canton, on H. K. C. C. ground.—E. J. R. Mitchell (Capt.), R. E. A. Webster, H. O. Green, R. R. Wild, A. L. Gier, G. R. More, F. C. Miller, W. W. Mackenzie, L. D. McNicoll, A. V. T. Dean, W. Galloway.
H. K. C. C. v. Kowloon, on K. C. C. ground.—B. E. Halland (Capt.), D. H. F. McMaster, E. G. Lamont, D. B. Peat, G. H. Pearce, F. G. England, D. Reid, A. C. I. Bowker, T. W. Riddell, A. R. F. Raven, J. W. R. McPhail.

Canton Team.
The following will represent Sham-shan Sports Club in their match on Monday.—H. R. Benson (Capt.), P. E. Barker, S. G. Pearce, G. Duncan, H. S. Gordon, S. E. King, F. E. Lamont, V. C. Olive, F. V. Reid, J. Ridger and Capt. D. E. Wahl.

Tai-koo vs. Wayfoong.
To be played on the Club ground to-day at 2 p.m.
Tai-koo.—R. L. Chaloner, B. Crowley, A. V. T. Dean, N. R. Dick, E. G. England, A. L. Gier, H. Green, E. C. Hagen, John Kaye, D. L. Ralph and H. Spicer.
Wayfoong.—E. D. Black, W. J. Clark, V. R. Jones, R. W. Lee, J. W. R. McPhail, R. L. Moncrieff, D. E. G. Nicholson, D. B. Peat, F. H. Penrycross, T. W. Riddell and E. Wilson.

LAWN TENNIS.

HONGKONG INTERPORT GAMES.

There was quite a good attendance at the Majestic Hotel grounds, Shanghai, on Sept. 29, in anticipation of close and interesting games between representatives of Shanghai and Hongkong—a rivalry affair for the south, with the three Bumbas contesting the singles and doubles matches. It was an ideal afternoon for spectators, but the players were rather bothered at times by a lively wind. Shanghai won both games much more easily than had generally been expected. H. D. Rumbach, the youngest of the brothers, played an excellent single game against Marcel Smith, particularly in the first set, when he used a very fine backhand stroke with good effect. He won the set at 7-5, but thereafter found the Shanghai player much too strong both in attack and defence. Both players remained on the back line practically throughout the game, but on the few occasions when Marcel Smith went to the net he invariably scored with ease. Playing a steady, consistent game, he took three sets at 6-4, 6-2, and 6-3, and so won the match.

In the doubles, the brothers Rumbach were opposed to J. L. Wade and R. Casavaro and they three straight sets—6-4, 6-3, and 6-4. The visitors began well, winning the first two games rather easily, but this form was not maintained and it was only occasionally that they lived up to the proceedings with really interesting play. Shanghai won the first set by 6-4. The second set was rather dull, and the Shanghai pair had no difficulty in winning by 6-3. The third set was a little brighter, the visitors displaying more of the enterprise and skill in attack of which they had given glimpses in the opening game, but again Wade and Casavaro proved superior, winning the set and match at 6-4.

VICTIMS OF THE DANUBE.

While the number of victims in climbing the Austrian Alps is not so large as usual this season, 111 persons have so far been drowned while bathing, especially in the Danube, despite all warning boards, guards, and the police, many of them because they could not swim. In Vienna alone about forty corpses were found. The fatalities are partly due also to the excessive heat, in consequence of which bathing is very popular.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.
St. John's Cathedral, Hongkong: 7th October, 1923, 19th Sunday after Trinity. Holy Communion (8 a.m.); Children's Service (10 a.m.); Hymns: 4, 217, 333. Matins (11 a.m.); Responses: Ferrial; Venite: Tucker (15th day); Psalms: 111, 112, 113; Te Deum: Russell, Jones, Fye; Benedictus: Langdon; Hymns: 231, 160. Holy Communion (12 noon); Evensong (6 p.m.); Responses: Ferrial; Psalms: 120, 121, 122, 123; Magnificat: Smart; Nunc Dimittis: Barnby; Hymns: 223, 261, 20.

Wesleyan Methodist Church, Queen's Road East, (opposite Royal Naval Hospital), Wan-chai, Sunday: 7th October, 1923, 10.15 a.m. Divine Service and Naval and Garrison Church Parade. Subject: "Unanswered Prayers." 6.00 p.m. Divine Service. Subject: "Is the Universe friendly?" (Suggested by experiences during recent earthquake in Japan). Preacher: Rev. C. Clouston Parry: H. C. F. 7.00 p.m. Holy Communion. Sunday School opens on Dec. 1st at 3 p.m. Wesleyan Sailors' and Soldiers' Home, Arsenal Street, Hongkong. Sunday, 8.15 p.m. Chaplain's Meeting and Social Hour. Address by the Chaplain Wednesday, 8.30 p.m. Opening Devotional Meeting of the Wesley Guild. Subject: "The Courage of Jesus." Address by the President of the Guild.

First Church of Christ, Scientist, McDonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m.; Wednesday, 5.45 p.m.

THE LATEST SIN.

Campaign Against Sleeveless Frocks.

Washington, August 2.—The pious and the godly have discovered a sin, much to their delight, for nothing gives a certain class of moral reformers greater pleasure than to discover sin and rebuke it, says a Washington message. Arms have been declared immoral, as immoral as legs used to be before the dressmaker cut off a few inches of material and revealed them whereupon legs became innocent and there was no shame in them. Of course the reformers protested, but fashion was too much for them, and they yielded, but with dire misgivings.

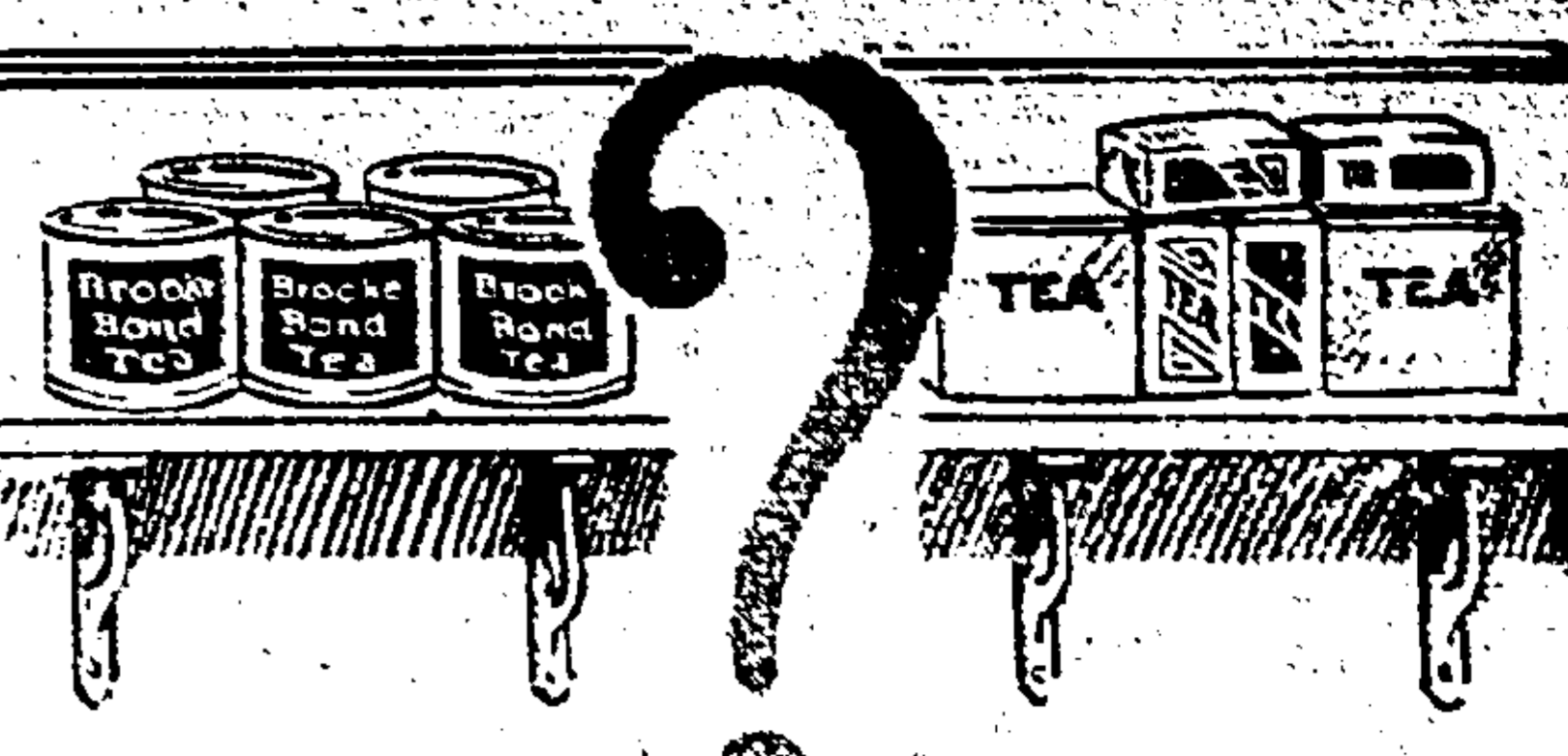
The flapper and her grandmother seeing the convenience of short skirts, reasoning logically as the flapper always does, said if legs were good, arms were still better, and began to take a few inches off her wrists. It is well known to all moralists that appetites grow. Little by little the sleeve disappeared entirely, and what is technically known as "the sleeveless garment" came into style, and the bare arm of a woman, hitherto a thing of mystery except at a ball, was no longer an intriguing secret. The flapper found it excellent. Working at her typewriter, there was no fluffy lace or trimming to get in the way; besides, it was cool, and men seemed rather to like it.

That was the undoing of the flapper and her sleevelessness. Reform started in Chicago. The one place of all others where it might be thought reform would be least likely to strike. Offices and large shops, having listened to the voice of the reformer, put arms under the ban and in effect declared them immoral. Girls who came to work sleeveless would be discharged. Legs having become a convention, nothing could be done about them, unfortunately, but they could be made less obtrusive if girls were required to wear dark instead of white and other light-coloured stockings. So the strict has gone forth, and other cities, resolved that Chicago shall not have a monopoly of morality, are no less stern.

The flappers are up in arms, or rather they would be if it were proper to mention even such offensive things as arms. They see their liberty's shrinking while their sleeves are lengthening. They fear the next reform will require them to come to work veiled. Already some of their employers are objecting to what the confurers call the "V-neck." All the joy is taken out of the life of the flapper, who craves the freedom of her grandmother's unreformed era.

THE VICTROLA

is Superior.
We can convince by demonstration.
MOUTRIE'S—Sole Agents.

A tale of two shelves—
which house would you rather visit?

Mrs. A..... heard of Brooke Bond tea, and, as she was very tired of the so-called tea she had not been enjoying for a long time, she bought the round vacuum-packed tin, and took it home. That afternoon she revelled in the first cup of real tea she had had since she came out.

Of course, she bought many tins after that—and she kept them, as they became empty, and acquired the habit of storing other "perishables" in them; she found that the tin kept the stores fresh almost indefinitely.

Her callers increased in number, her popularity grew by leaps and bounds, and her invitation list became longer and longer.

Ask
for

Brooke
Bond vacuum
packed
Tea in the vacuum-packed tin.



It costs no more than ordinary tea.

RED LABEL IS THE BEST QUALITY.

The inner lid of the tin must not be broken. If broken, the contents may not be Brooke Bond Tea.

Brooke Bond India Ltd., P.O. Box 187, Calcutta.
Hong Kong Agent: ALEX. ROSS & Co., Hong Kong.

We have just received a shipment of

Contrexville (France) Natural
Mineral Water, Great Source.

It is the purest of Contrexville Waters and is the one which answers best to the prescriptions of hygiene. It is indicated for the treatment of ARTHRITIS, GRAVEL, DIABETES and DISEASES of the LIVER. (Taken plain on an empty stomach or with meals it produces marvellous results.)

Natural Waters of Evian
Les-Bains, (France)

The most agreeable luxury Table Water.

Eaux Naturelles (Evian)

Obtainable only at

THE FRENCH STORE

9, Beaconsfield Arcade. Telephone 794.

Large consignments of VICHY CELESTINS-
HOPITA & GRANDE GRILLE DIGESTION NUTRI-
TION VITZELL GRANDE SOURCE MINERAL
WATER.

PIANOS FOR SALE OR HIRE

Tsang Fook Piano Co.,
Tel. 2127.
41a, Wanchai Road.

MOUTRIE'S—Sole Agents.

NEW ADVERTISEMENTS.

WANTED.

WANTED—Electrician. Safe experience in lighting and power installations. Apply Box 999 (Hongkong Telegraph).

YOUNG American seeks position in any capacity. Would be thoroughly reliable for such work as overseeing, store-keeping etc. Cut ports no objection. Apply Box No. 1003 c/o "Hongkong Telegraph."

TO BE LET.

TO LET One good-sized godown in Pakshinok. Honan Canton. Apply to Kwong-Yuew 60 Bonham Strand W. Hongkong.

TO LET—Office Rooms 1st floor. No. 10 Des Voeux Road, Central. Apply to Hall, Law & Co. Telephone 3217.

TO LET—"ALTURA". 59 Robinson Road, Six roomed European House with bathrooms, servants' quarters and one Tennis Court. Apply to Comptroller Department. Messrs. Shewan Tomes & Co.

FOR RENT—3 storied houses in Canville Road, Kowloon. For Particulars apply Box 996 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE—Just received by "Empress of Asia" a large assortment of Egyptian Pumps, Egyptian Printed Voiles, Swiss Oranides all shades and latest styles in dresses, Voiles and Oranide. Inspection invited.—45, Nathan Road, Top floor, Kowloon.

S.S. "VENEZIA."

from Trieste, arrived 1st October, 1923.

\$900

A/100

5000

1/25-15 bales Paper

1/25, 122/150

118/231

100 bales Paper

56/121, 110/57

235/313

175 bales Paper

NOTICE IS HEREBY GIVEN that Original Bills of Lading issued at Trieste duly countersigned in favour of Messrs. Carlowitz & Co., on the Hongkong and Kowloon Wharf and Godown Co., Ltd., are said to have been lost and are declared null and void.

DODWELL & CO., LTD., Agents.

Lloyd Triestino S. N. Co. Hongkong, 5th Oct., 1923.

NAVY LEAGUE BALL.

Under the Patronage of Admiral Sir Arthur Leveson K.C.B. (In aid of War Charities)

Will be held at

THE CITY HALL,

on

FRIDAY, 2nd November 1923

at 9.30 p.m.

Tickets \$5—each. Obtainable from the Ladies' Committee, Mcutrie's Anderson's and The Engineer's Institute.

HONGKONG VOLUNTEER DEFENCE CORPS.

THE THIRD AND FINAL PROMENADE CONCERT OF THE SEASON

will be held (Weather Permitting)

on

FRIDAY, 19th October

at 9.15 p.m.

ADMISSION \$1.—

G. R.

NOTICE.

The Institute will re-open on TUESDAY, October 9th. Students will be enrolled at the Education Department only, and should apply at once for entry forms.

RADIO-MAGNAVOX Loud Speakers and Amplifiers. Batteries, Insulators, Crystals, Aerial Wires, and all other parts. DE SOUSA & CO., LTD., St. George's Bldg. 2nd Floor. Tel. No. Central 1264.

NOTICE.

A Launch will leave the Kowloon Police Pier at 2 p.m. Calling at Blake Pier at 2.15 p.m. on Sunday, 7th inst. for the convenience of those attending the Kowloon Dock Swimming Gala at Aberdeen.

NOTICE.

To provide for one's dependents is a supreme moral duty. To guard against possible financial loss through life insurance is a wise precaution. Our policies provide for both. SUN LIFE ASSURANCE CO. OF CANADA, F. M. WELLER, Manager. 15, Queen's Road C. Hongkong.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Monday, the 8th October, 1923. Hongkong, 3rd Oct., 1923.



THE BEST BRANDS OF WINES & SPIRITS

DELIVERIES ANYWHERE UNDER EUROPEAN SUPERVISION

Telephone No. 2

THE EMPRESS STORE KOWLOON

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday the 8th October 1923.

at 11 a.m. and 2.30 p.m.

and

Wednesday the 10th October 1923.

at 11 a.m. and 2.30 p.m.

at "Kinnelers" Kennedy Road

A Quantity of Valuable Household Furniture

and

A Selection of Canton Blackwood Ware

Catalogues will be issued

On View from Monday the 8th October, 1923.

Terms—Cash on Delivery

LAMMERT BROS. Auctioneers.

HUGHES & HOUGH

AUCTIONEERS GENERAL AND BROKERS.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 9th October, 1923, at 11 a.m.

at Kong Yuen Seng's Godown, West Point,

5 Bags Bran.

33 Bags Broken Rice.

75 Bags Siam White Rice.

(Damaged by Salt Water).

Hongkong, 5th Oct., 1923.

on THURSDAY,

the 11th October, 1923, at 11 a.m.

at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

A Consignment of

Army Brown Blankets, White

Navy Blankets, New Civilian Over-

coats, Second-hand Clothing, &c.

Hongkong, 5th Oct., 1923.

Terms—Cash on delivery.

HUGHES & HOUGH

Auctioneers.

SPORTING TROPHIES

For All Occasions

WE have made a special feature of stocking the very best of English Hall-Marked Sterling Silver Cups and trophies. Our stock is undoubtedly the best in S. China.

OVER 200 STYLES TO

SELECT FROM.

Prices from \$3.50 to \$250.00

SHERIFF BROTHERS.

69, Queen's Road Central.

G. R.

IMPORTS & EXPORTS OFFICE.

GENERAL HOLIDAY.

THIS Office will be open for all purposes from 9 a.m. to 12 noon on Monday the 8th October 1923. Licensed Warehouses will be entirely closed on that day.

J. D. LLOYD, Supt. Imports & Exports. Hongkong, 3rd Oct., 1923.

CONSULADO DE PORTUGAL

COMEMORANDO o decimo terceiro aniversario da implantacao da Republica Portuguesa, o Consul General de Portugal reabre em 5 de outubro, das 11 horas a meio dia, no Club Lusitano, todos os portuenses que o queiram honrar com a sua visita.

Consulado de Portugal em Hongkong, 4 de Outubro de 1923. GERVASIO DE ALBUQUERQUE, Consul Geral.

JAPANESE EARTHQUAKE.

We have over 100 views of damage at Tokyo and Yokohama on sale.

10% of the proceeds will be handed to the Chinese CHAMBER of COMMERCE in aid of the RELIEF FUND.

MEE CHEUNG Ice House street, & Beaconsfield Arcade.

H. L.



THE CORONET

Commencing Saturday, October 6th.
At 2.30, 5.15, 7.15 & 9.15 p.m. Daily
Peacock Motion Picture Corporation Presents
"HEARTS AFLAME"



9 PARTS

A METRO SUPER PRODUCTION

Adapted from Harold Titus's Novel

"Timber" Directed by Reginald Barker

PARTS 9

With a Brilliant All Star Cast, Including FRANK KEENAN & ANNA Q. NILSON

A GRIPPING FILM PLAY OF COURAGE, AND COURAGE, HATE AND HEROISM

The greatest forest fire ever filmed in the most dramatic photoplay of the season.

In which a plucky girl and a brave youth drive a locomotive through the heart of a burning forest.

In which a whole mountainside is blown up to check the sweep of the flamer.

In which the course of a river is diverted to release thousands of imprisoned logs.

MISS A MEAL, MISS ANYTHING, BUT DON'T MISS "HEARTS AFLAME"

Twink
CLEANS AND DYES
AT THE SAME TIME



At the Sales.

Lady "Di" says
"If it isn't exactly
the shade you want,
you can Twink it!"

IT'S wonderful what Twink can do. It's the only reason which prevents you from "snapping" it up in the corner. A length of silk, a blouse in the wash, you like, or a sweet little evening frock—all wonderful bargains—if only they were in the right shade. Now, it's bargains while you can, and Twink them!

There are ten-thousand shades of Twink, and the shade you like are there. You need never wear a faded or an unbecoming frock—the Twink way is the way. Follow the directions carefully, and original results are certain.

Of all Colors, Brown, Green, Yellow, Orange, Red, Blue, Purple, Pink, Grey, Black, White, and all shades in between.

Twink is made in the following 24 beautiful shades:

Agents: The China Soap Co., Ltd., Shanghai-Hongkong-Tientsin-Hankow-Tainanfu-Moukden

LOTOL
O SPRAY O
T IT T
O FREELY O
LOTOL

REFUSE SUBSTITUTES



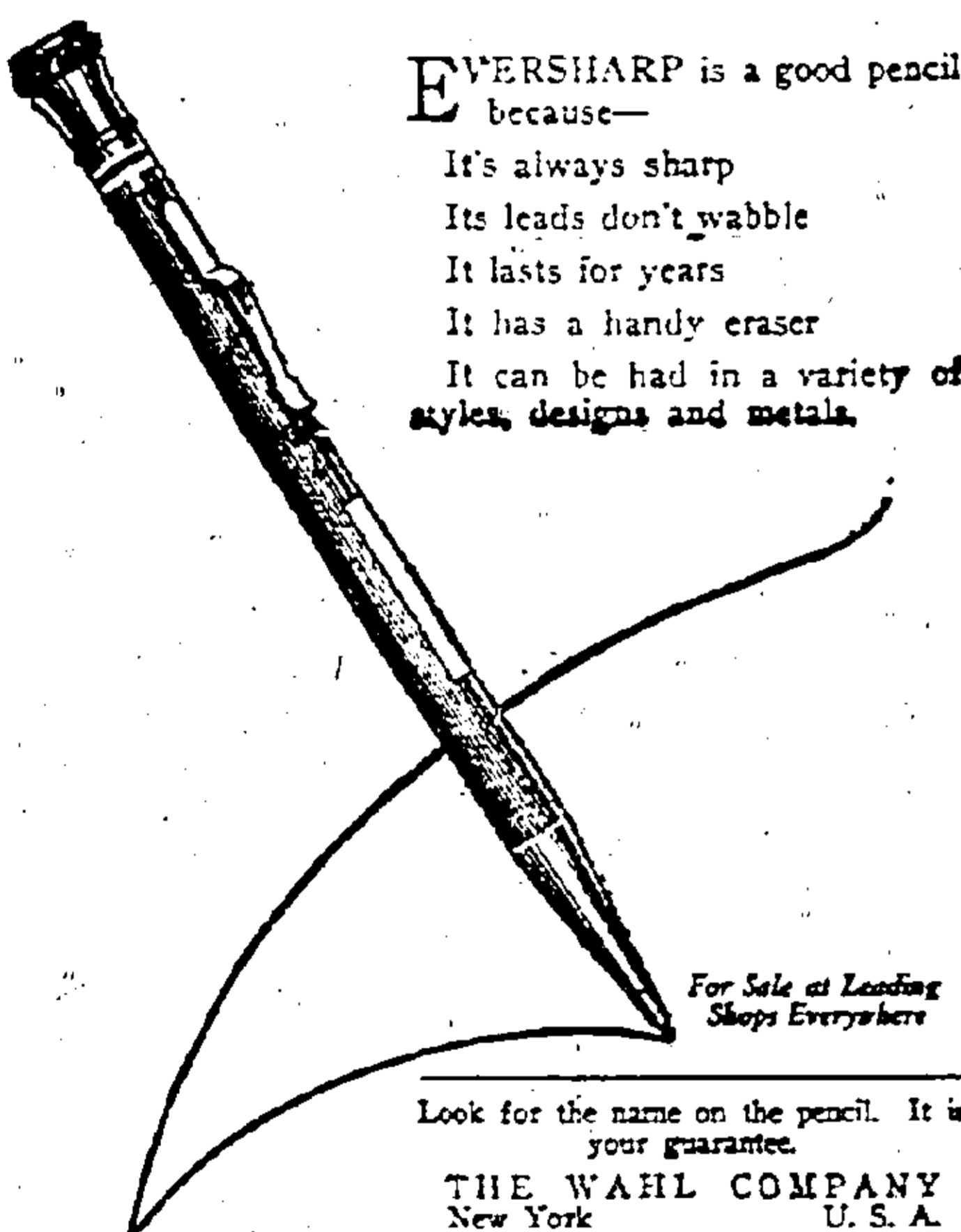
PRESCRIPTIONS —
when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.
The Pharmacy.
The Red Bldg Opposite Ice House St.



PEKING LAMP SHADES

We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, capes, crepe underwear, dresses, laces, Mandarin costumes, Swatow work, etc., etc.

FOOK WENG & CO. (Astor House Building)
Cable Address "CURIOS"



EVERSHARP is a good pencil because—
It's always sharp
Its leads don't wobble
It lasts for years
It has a handy eraser
It can be had in a variety of styles, designs and metals.

Look for the name on the pencil. It is your guarantee.
THE WAHL COMPANY
New York U.S.A.

EVERSHARP
Companion to
WAHL PEN

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
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OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.
TELEPHONE NO. 212.
CALL FLAG: "C" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

I like them —

They Satisfy
—and the blend
can't be copied



Chesterfield
CIGARETTES

Liggett & Myers Tobacco Co., U. S. A., Manufacturer

SAVING ENGINE POWER.

New Design of Propeller.

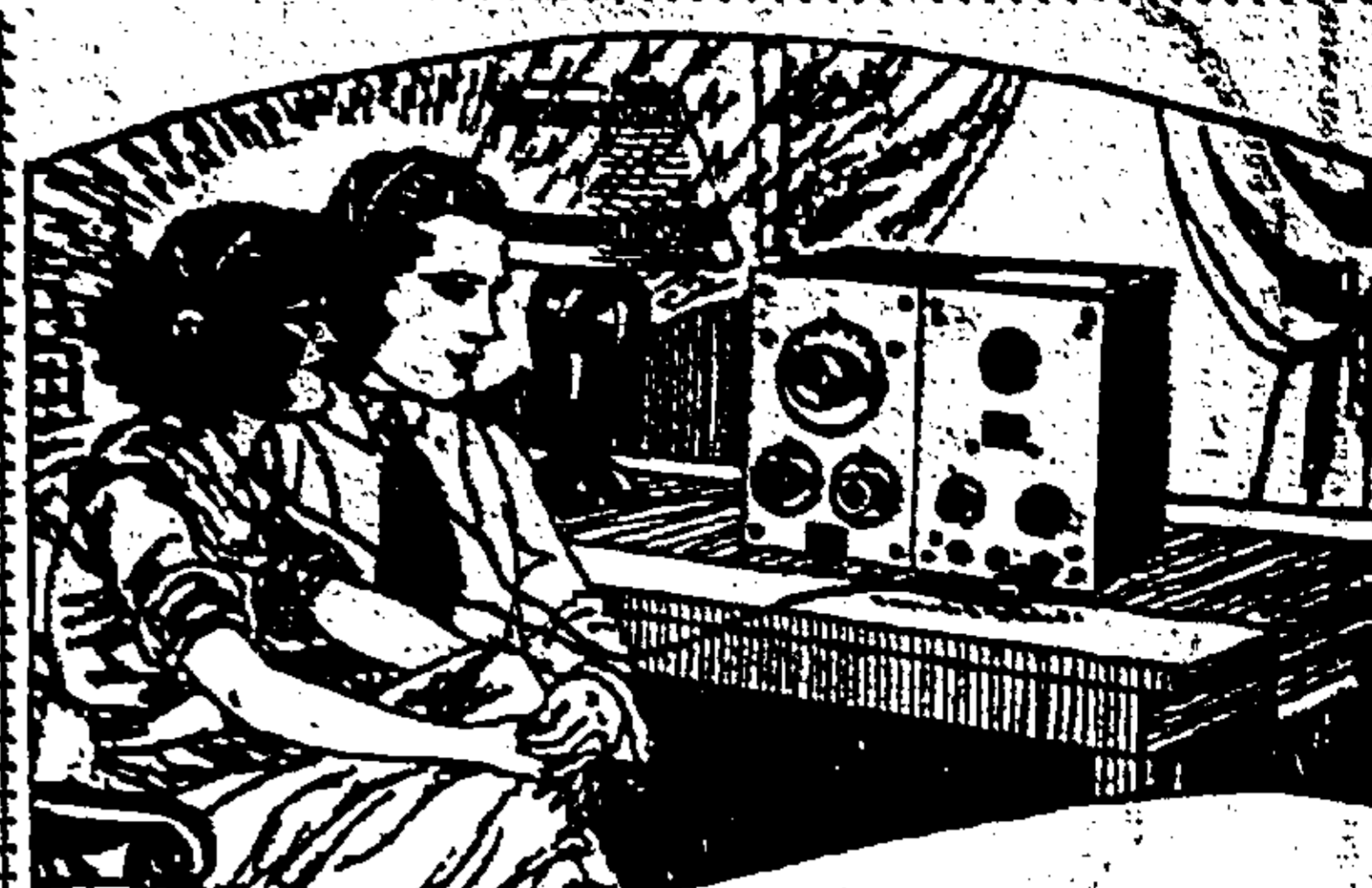
The propulsion efficiency obtainable with different types and sizes of vessels depends on many factors, not least of which is the design of the propeller. Efforts have been made in different directions to enable the maximum forward thrust to be imparted to a moving vessel. Whilst considerable attention has been concentrated on the shape of the propeller blade, it has occurred to others to improve the flow of the water to and from the propeller, a suggestion which can be carried out with some success by suitable hull design.

Lately some tests have been carried out with an idea con-

ceived many years ago, but allowed to remain undeveloped at that time. The Star contra propeller, as this device is known, is really a set of guides, usually four in number, fixed to the sternpost, with the axis in line with the propeller proper. The result of these guides is felt in many directions. The vessel gets under way very much quicker owing to the increased power of the water stream leaving the propeller. When going astern the flow of the water to propeller is under better control. Experiments have proved that a more regular motion of the vessel is secured, better speed is maintained, and racing is less frequent. Steering is improved, the water as it leaves the propeller acting on both sides of the rudder. Any vibration arising from the propeller is damped out

considerably. From the data collected so far the saving of power is about 3 per cent; with exceptional cases up to 20 per cent. have been saved. The cost of equipping vessels can be saved in less than eighteen months, or about 250 steaming days; it can be fitted to existing boats, twin or multiple screw jobs, without any difficulty. For single screw jobs it is not quite so easy, success depending largely on the design of the aft part of the ship. The tests and demonstration trials have created a very favourable impression as to the practicability of this device.

You don't need to be rich to own a VICTROLA.
Ask Moutrie's about their payment system.



RADIO EQUIPMENT OF EVERY DESCRIPTION.

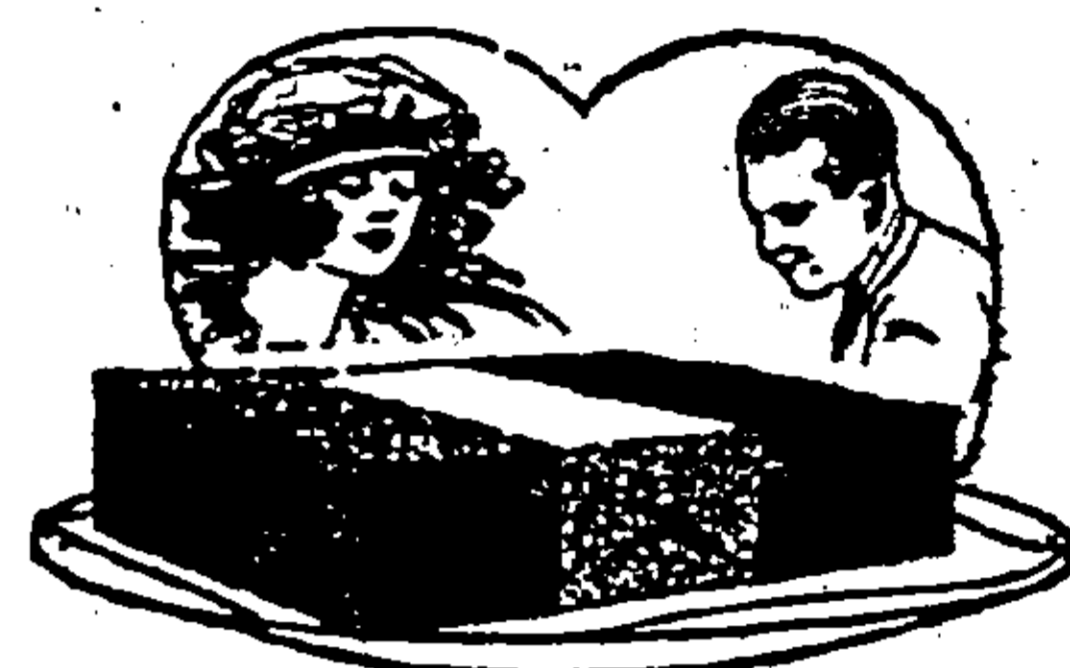
You can hear the tests being carried out by the **HONGKONG HOTEL Co., Ltd.**

At 6 p.m. daily in your own home, but make sure that the set you purchase has been approved by the Postmaster General.

We guarantee our British made sets to comply with any future rules and regulations in respect to receiving sets in Hongkong.

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of THE HONGKONG HOTEL COMPANY, LIMITED.



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SPECIALISE
IN EVERY
FORM OF
WHOLESALE
ICE-CREAM.

THE LATEST MACHINERY IS EMPLOYED
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Opposite Dragon Garage.

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COMPLETE HOUSE FURNISHERS

DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED

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OF
Squibb's Dental Cream

(Milk of Magnesia Base)

For the care and preservation of the teeth and gums to be obtained at—

THE COLONIAL DISPENSARY

Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

— ESTD. 1884 —

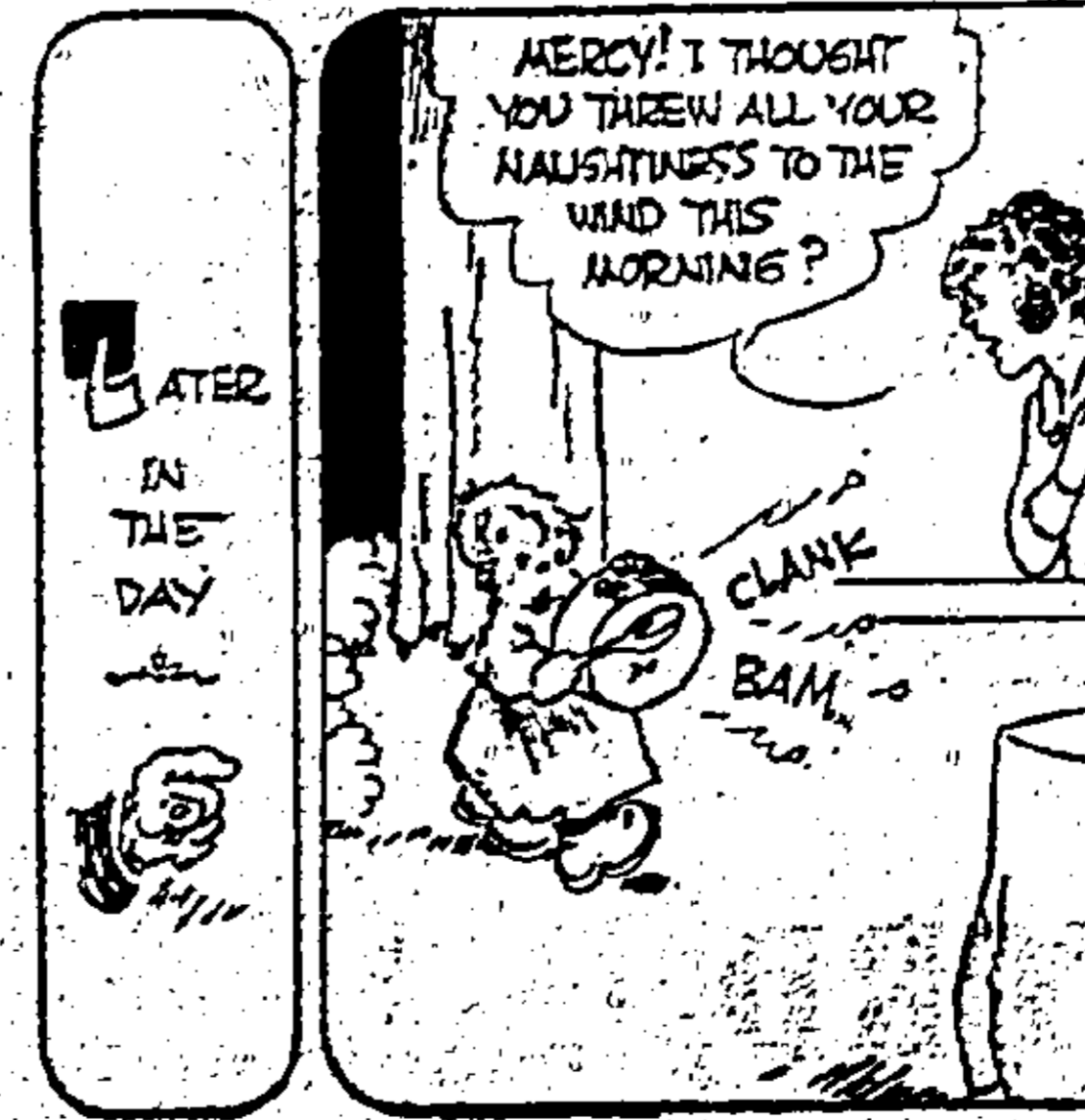
METAL GOODS and HARDWARE.

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FRECKLES AND HIS FRIENDS

An Ill Wind

BY BLOSSER



IF YOU
ENJOY
REALLY

GOOD COFFEE

BUY THAT WHICH IS
SPECIALLY SELECTED

AND FRESHLY ROASTED AND GROUND
DAILY.

THE GRAECO-EGYPTIAN CO.
12, Queen's Road, Central.



New

Stocks

Just

Received

FOSS & Co's. Chocolates 1 lb.

VERY FINEST QUALITY.

Fuller's Almond Fudge, Chocolate Caramels
— Assorted Caramels, Peppermint Lumps

See, &c.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

READ THIS

"You will be pleased to hear the Moutrie Piano I bought from you last Summer is giving great satisfaction. No Tuner has visited—since about last August, but the instrument is only very slightly out of tune"

(The above letter was sent to us entirely unsolicited)

MOUTRIE PIANOS

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REAL SERVICE

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THE "BIRMAL"

MADE OF ALUMINIUM ALLOY

13-13½-14 OZS

PERFECT

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WIND RESISTANCE

REDUCED TO A MINIMUM.

PHONE. 1741.

LANE, CRAWFORD

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HERRING HALL MARVIN SAFES

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ATTACHMENT.

"THE SAFE WITH A

REPUTATION."

Immediate Stocks
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17, Connaught Road, Central,
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BIRTH.

BAYOT.—On September 29 at Ley's Lodge, the wife of Governor Bayot, Masbate, P. I., a son. (Manila papers please copy.)

The Telegraph.

HONGKONG, 6th Oct., 1923.

WANCHAI GAP TRAMWAY.

The Government appears to have decided not to proceed with the Wanchai Gap tramway scheme, judging by the statement made yesterday, to a *Telegraph* representative by Mr. Fletcher. That decision, if final, marks a distinct *colle face*, because we know that preliminary steps were taken in connection with the project some time ago, and, what is much more to the point, the acting Governor, in last year's Budget speech, went so far as to say that he considered this means of access to the Mount Cameron district essential. He even declared that if it was found desirable to proceed with the work during 1923, the Council would be asked to vote the necessary sum. Such was the Government's attitude a year ago. Now we are told by the Colonial Secretary that it is questionable whether there is any real demand for the tramway. We should say that the demand is far greater now than it was twelve months ago, for in the meantime there has been considerable development of the Mount Cameron district.

The arguments used against the proposal—that Europeans might object to the terminus being in Wanchai, and that the scheme would involve the resumption of much built-on property—applied with equal force a year ago, but they were not then considered an obstacle to the scheme. Why should they be now? As we have before said, the location of the lower terminus is not a vital point—no-one would seriously object to its being situated in Wanchai so long as an adequate feeder service was available. The chief desideratum is an upper terminus which shall make it possible for people to be taken somewhere near their homes. Mr. Fletcher appears to think it doubtful whether the demand for sites in the Mount Cameron district would be sufficient to justify the expenditure on the suggested tramway. To that, the answer is that already many houses are springing up in the locality, and

that more are bound to follow if adequate and cheap means of transport are guaranteed. If there is not much hope of the district being developed, may we ask what justification there is for spending so much on road construction in the neighbourhood? It is pertinent in this connection to point out that when the present Peak Tramway was built in 1888, there were only about a dozen houses in the Peak district; the tramway was a big factor in leading to greater development; and no doubt a similar experience would result from a service to the eastern middle and higher levels.

It is true that there is a motor road serving the locality, but all Peak residents are not the fortunate possessors of cars. A bus service would be too expensive, also, for the majority of residents. As to Mr. Fletcher's assertion that the recent revision of the Peak tram time-table has relieved the congestion, it is true that matters have improved, but at certain hours it is still impossible to get a seat. In any case, that is only one aspect of the problem. The great need is a service which shall take people living in the growing districts of the upper levels nearer their homes. The recent public meeting on housing voted solidly in favour of the Wanchai tram scheme, and the Housing Commission again urges it. Is popular opinion to be over-ridden by the Town Planning Committee? We hope the Unofficial members will speak out plainly on this issue when the Budget debate takes place. The alternative scheme suggested by Mr. Fletcher is better than nothing, but the mischief is that it is dependent on a quick solution of the military lands question; and somehow we do not expect to see this problem finally solved for quite a time yet.

Kowloon Hospital.

Kowloon residents were rather surprised that no reference was made by His Excellency the Governor to the Kowloon Hospital in the course of his Budget speech. There is, in our opinion, need for a detailed statement as to how work on this much-needed institution is proceeding. At the end of 1921, it was stated that the first portion of the Hospital would take two years to construct. It was then hoped that the work would be put in hand right away, but there was great delay, and we believe we are right in saying that it was not until the early part of this year that construction began. It looks even now as though the project is not to be completed by the end of 1924, for we see the estimates provide for even less being spent on the work next year than this, and even then the whole vote will not be expended. The need for a hospital in Kowloon is admitted on all hands, even in official circles. It is an urgent need, too. We therefore trust that the Government will soon have it impressed upon them that the work must be pushed ahead with greater expedition than hitherto.

Military Contribution.

Some ten years ago, a resolution was moved in the Legislative Council to the effect that Hongkong's Military contribution should in no year exceed a million dollars. The estimate for 1924 is put at over four millions! That does not imply that we are getting a proportionate increase in our defence forces; it merely means that our revenue has tremendously grown in the interim, and as the contribution is based on twenty per cent. of our income, so does the amount due to the Imperial Government expand. No-one, of course, objects to paying for defence, but we cannot help thinking that the system by which the vote is obtained is altogether wrong. It means that when we raise revenue for big works we have to add a further twenty per cent. thereto in order to pay the increased Military Contribution. It is a very bad system, and we are hoping that eventually it will be abolished in favour of a more equitable method of computation.

DAY BY DAY.

THE BOSS WILL INCREASE YOUR SALARY WHEN YOU INCREASE HIS PROFITS.—*Coleman* Cor.

The annual Licensing Sessions take place on November 2nd.

A Reuter's message says the Lord Mayor's Japanese Relief Fund totals £230,000.

It is notified that the name of the Empress Hotel Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Police Sergeant F. T. James to be Sanitary Inspector for Aberdeen.

During the past quarter, there were 18 samples of milk analysed under the Sale of Food and Drugs Ordinance. All were genuine.

Major A. S. Littlejohns, D.S.O., R.A.M.C., has proceeded to North China to carry out a Sanitary Inspection of Tientsin and Peking.

President Coolidge is reported by Reuter to be unalterably opposed to the cancellation of the debts owed to the United States by European countries.

On the 22nd instant, Inland Lot 2445, situate on Pokfulam Road, will be sold by auction. It contains about 18,000 square feet and the upset price is \$3,200.

In connection with the Kowloon Dock Recreation Club's swimming gala at Aberdeen tomorrow, launches will leave the Kowloon public pier at 2 p.m.

His Excellency the Governor has appointed Mr. G. S. Kennedy-Skippon to act as an Assistant to the Secretary for Chinese Affairs as a Deputy Registrar of Marriages.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, Mr. Robert Hormus Kotewall to be an Unofficial Member of the Legislative Council.

During the absence of Major A. S. Littlejohns, D.S.O., R.A.M.C., on duty in North China, Captain R. F. Walker, M.C., R.A.M.C., will carry out the duties of O.C. Military Hospital.

The Observatory returns for September show that the average mean temperature was 81.1, the highest being 90.2 on the 7th, and the lowest 73 on the 30th. There were 244.8 hours of sunshine and 62.8 inches of rain. The average humidity was 73.

The silk forwarded from here by the s.s. Empress of Australia on the 24th August arrived on New York on the 29th. September, having been 36 days in transit. The Australia was delayed in Japan 13 days on account of the earthquake. The silk sent forward by the Empress of Asia on 5th. September arrived in New York on the 28th. September, having been 22 days in transit.

BILLARDS MATCH.

A very pleasant evening was spent on Friday last at the Chief and Petty Officers' Recreation Rooms, Naval Yard, when a billiard match took place between the Garrison Staff Sergeants Mess and the Chief and Petty Officers Royal Navy. The results were—

Staff Sergts.	Chief & Petty Officers.
Fritz. 150.	Spry. 54.
Dunnott. 87.	Edgar. 150.
Crumplin. 63.	Thomas. 150.
Stroud. 150.	Burd. 94.
Smith. 150.	Gough. 89.
Dennis. 135.	Green. 150.
735.	687.

The billiard match was followed by a smoking concert. A former match, recently played, between the two teams resulted in a win for the latter.

Bulls and Inners

From the Office Butts.

There is no truth in the story that Bandaman Miles, winner of last week's Football Competition, has been confined to barracks for blowing his horn.

Gascon says good gas can win the prizes every time.

Although the trials were a distinct success, none of the competitors suffered from an exuberance of spirit.

From the financial point of view, says a Scotsman, the meeting surpassed all expectations.

Funny how recklessness is always associated with motoring. On Sunday it was a case of the more careful the driving, the more reckless the betting.

This doesn't apply to the man who backed his car for a place which turned out to be the ditch.

True, business is rotten, but, on the other hand, our merchants have all the more time to read the Budget speeches.

The only people who seem to be busy these days are the contractors and compositors.

A full load in a car naturally means more spirit.

Joking apart, isn't it about time that one of these New Year and/or Birthday Honours was coming Mr. Pollock's way?

Talking about Gynkhanas, what about a motor one?

If they must hang washing out on the Helena May Institute grounds, can't they give us something really chic and dainty?

There is a happy medium—even in beer.

The very slight earthquake shock said to have occurred in Hongkong on October 1st, was probably due to some-one paying in something into his Savings Bank account.

Just as we were thinking of stopping our daily bath, the Water Authority announces a constant supply of water.

At a recent wedding reception we saw a man making about \$20 to the gallon.

The new dancing pumps have bells on them. They should warn the other belles off.

The only things that have fallen to date in Wanchow are a few bombs.

It is rumoured that during the coming months, Dr. Sun will try to freeze it out.

A saxophone has disappeared from the Peak. Must be a robber band about.

The next great problem before the ladies is how to dress and yet be seen.

Even a black cat doesn't bring all the luck it might. The D.P. in its account of a recent wedding gave the bridegroom's name as "Collision".

An ammunition boat blew up on the East River the other day. This must not be confused with the presidential boom.

Long skirts, they say, are on the wane in Paris. They are mostly on the knock-kneed here.

Our fur-bearing flappers will appear soon.

Menfolk are the most wonderful things on earth—next to women.

The Colony is not over-taxed.

Where is all the money we've saved on coal during the hot weather?

Do your Christmas shopping early and avoid this warning.

Mounted Section Orders last week, referring to the forthcoming Beef Steak Dinner states—'Dress; clothes optional' Oh, Harold!

It will soon be cold enough for some of our jazz experts to sit in the same chair.

Spelling the names of these kindergarten systems reminds us of writing out champagne advertisements.

Only one case of a ball very nearly hitting a bird has been reported from Fanling this summer.

Polo isn't the only game played in the dark in Hongkong.

The Captain Superintendent of Police is closing Shaukiwan Hill a bit to-day. Bet he'd like to shut up some of our local motorists as well.

The defendant in a recent hotel bar performance informed the magistrate that he returned to the hotel after being "balled out." Some people are never satisfied.

The man who casts aspersions is very apt to be cast out.

Several of our subscribers in the Amur region have written asking us to put an extra wrapper on their papers. Looks as if they're having cold weather there already.

Every time our dog scratches himself, the people next door think of the Japanese disaster.

There was another arms raid in Kowloon to-day at 2 a.m.

If you want to hear the truth about the perfect infant, ask father while he's doing his nightly marathon.

Canton brokers will now soon be.

From the educational point of view these tests are valuable, we are assured, because they indicate to the car owner exactly what he can get out of his car.

From the social point of view, they indicate to the non-owner what he can get out of other peoples' cars. MacWhirter says he got a couple of whisky sodas out of a Studebaker, a cigar out of a Crossley and a few nuts out of a Ford.

Jes, ni ne havas bananojn por vi!

"Squeeze" has indeed got a fearful hold in Hongkong. Some of the competitors at last Sunday's consumption test stopped so low as to even squeeze their tanks!

We have even heard of one who is already having a rubber tank constructed and suitably camouflaged for the next trials.

Suppose it all depends on how the spirit moves them!

There were not many "blow-outs" excepting at one table occupied by a very wily party at Fanling.

We also discovered the height of generosity—a man offering to stand his friends drinks at a club of which he was not a member and therefore not privileged to pay.

What annoyed some of the competitors on Sunday was that they had free spirit but had to economise if they hoped to win.

Viscount Ednam, M.P., is in a local paper reported to have stated that "unless the public throws its weight into the scales we shall not be able to save the voluntary hospital system which has been the pride of Great Britain and the envy of foreign countries for upwards of 400 years." Which no doubt accounts for its difficulty in keeping its feet.

The gentleman who made a hole in one at Fanling last week is not yet quite out of danger.

Gasoline has gone down but it has a long way to go to catch up with the German mark.

Five Scotsman on a delegation when they got home complained that they couldn't find a drink in New York. Last time we were there we managed all right, but then we had to pay.

"Do we want anything nice and moderate?" asks a local advertiser.

You bet we do. But not in mandarin cats, we don't.

NEW TYPE OF CAR COMING.

Return to the Inexpensive Car.

Are we going to see another change in the popular car fashion next year? Is the inexpensive family car once again to come into its own?

I think the answer to these queries will be in the affirmative, says a Home writer. Some of you may remember that rather more than a year ago I forecasted a change from the then all supreme small two-seater.

When we study the roads at the weekend, what do we find? We see the popular British two-seater turned willfully into a family car.

You can, of course see cases where the small two-seater is used as a small two-seater, but the bulk of popular desire is the ability to carry four or five people.

OPPOSING FACTORS.
The last thing in the world in my mind is to decry the many excellent British small two-seaters of the £250 to £300 type. In fact (without wishing to appear rude to you), it is necessary to have more than a superficial knowledge of the subject to appreciate adequately what good value for money these cars represent.

But two blunt facts remain. One is that they are not intended for constant loads of four or five people. And the other is that the bulk of motorists of moderate means constantly want to carry four or five people.

The two factors are opposed, and the result is that the overloaded and—at such times—under-engined small two-seater spends more time than it ought in the repairer's hands.

And now I think we have got to the parting of the ways. The two-seater must be left to the "two-seaterites," and the manufacturer is going to give us really sound, inexpensive family cars.

INEXPENSIVE BUT GOOD.
Since the war the British manufacturer has had so many insurmountable difficulties to contend with, that the inexpensive family car has been an impossibility. But the time has now come when he can once again not only equal, but better his pre-war achievements in that direction.

I single out two recent examples to show which way the wind is blowing. You have the new "Four-14" Armstrong Siddeley at £400, and the 14 h.p. Crossley at 400 guineas.

If you will cast your mind back to this time last year you will readily appreciate the marked improvement in high-grade British car values which these models represent.

As I have just been putting the new Armstrong Siddeley through its paces I will tell you what I think of it.

A BRITISH ACHIEVEMENT.
My only criticism is of a personal nature, as I am long-

MOTOR TRANSPORT CONGRESS.

114 COUNTRIES TO TAKE PART.

The first International Motor Transport Congress ever held in the United States, which will be attended by automotive representatives from all corners of the globe, is to be convened in Detroit, in May, 1934.

Its purpose is to provide a better underlying motor transportation in every part of the world. The Congress is under the auspices of the National Automobile Chamber of Commerce.

Invitations are to be extended to Foreign Government Officials, automotive associations, dealers, representing automotive manufacturers abroad, and editors of trade papers devoted to motor transport in each of 114 countries, where motor vehicles are used.

The Congress is to last four days during which time subjects of direct bearing on the economic development of international motor transport will be discussed by prominent executives, who besides holding important positions in automobile companies, are also active on N. A. C. C. Committees that study automotive problems pertaining to taxation, highways, insurance, distribution, servicing, operation, financing and other co-operative activities.

Actual automotive conditions in specific countries will also receive attention. Speakers to be chosen from among the delegates will be asked to review the automotive situation in their respective continents and to touch on problems with which they are confronted and in the solution of which the manufacturers and delegates from other countries also are interested.

leged, and found the pedals a little too close for extended journey comfort. In contradistinction to that, the body is otherwise roomy, and ideal from the comfort of a family man's standpoint.

The power unit is ample for all requirements, and on a now come when he can once again not only equal, but better his pre-war achievements in that direction.

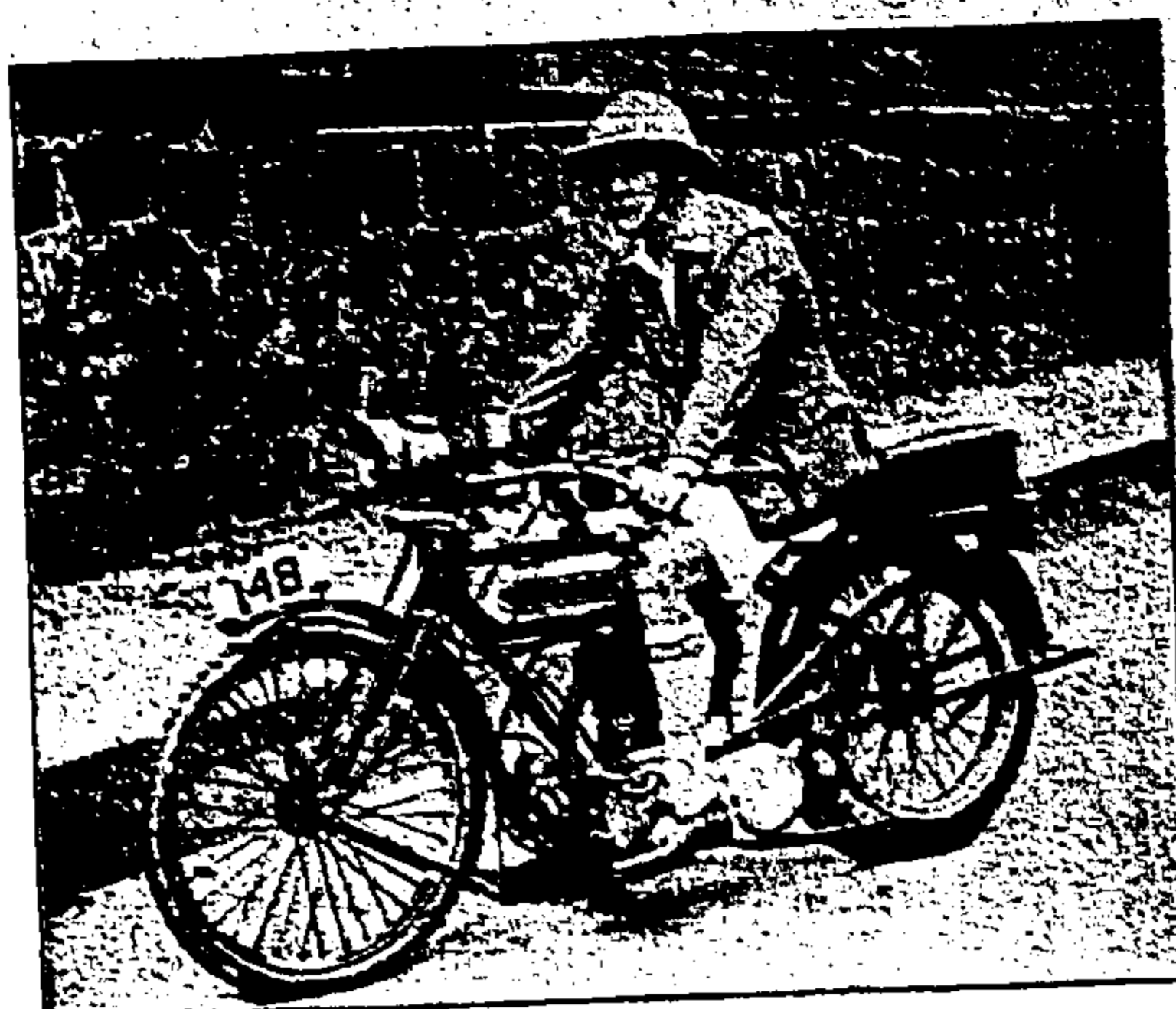
The engine is particularly neat in appearance, and designed with that measure of robustness, simplicity, and accessibility which is so desirable for an inexpensive family car.

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A GOOD PERFORMANCE.



Mr. H. W. Chaney on his Triumph, which registered over 117 miles per gallon in Sunday's tests. He came second in the cycle solo class.

WHY ENGINES LOSE POWER.

Tracking Down a Common Trouble.

On many occasions owners of short experience have come to me asking for an explanation of why their engines have mysteriously lost their motoring vigour, says a motoring correspondent. It is a happening that comes to most of us sooner or later.

A car behaves "like a perfect lady" for an indefinite period, sometimes long and sometimes short, and then for no apparent reason all its power and capacity for romping up hills disappear.

As valves that, badly need re-grinding; escapes of compression due to gummed up piston rings, or excessive carbon deposit that paradoxically sends up the power output of an engine to such an extent that the driver cannot take advantage of it.

What I now have in mind is that falling off from previous standards, and that fading away of vigour while apparently everything about the engine is just as it always was. This trouble is commonest with fairly new cars that have covered, say, not more than 1,000 miles, and sometimes very much less.

The worried owner goes over everything, as he thinks, most carefully, but finds nothing wrong. He finds, nothing because in most cases he is looking too deeply.

POINTS THAT ARE OVERLOOKED.
He does not think of examining the external joints of the reduction system to ensure that there are no air leaks. In his examination of the ignition system he will probably entirely overlook such a simple thing as whether the wires are firmly attached to the plug and magneto terminals, and he will take the valve tappet clearances for granted.

Tappet clearances always need checking on a new car after the first 300-500 miles, and instructions are usually given in the maker's handbook as to how this should be done, and what is the correct clearance. If an engine is provided with valve gear of one or more of the following types, it will permit of compression escape that means inadequate power generation.

Faulty, and especially inadequate, lubrication is supreme among causes of decreasing power output. The maker gives certain instructions which it does not pay to ignore, and especially does this apply to the brand and quality of oil recommended. And second in importance only to the lubrication of the engine is that of the chassis, especially the gear-box and the back axle.

FAULT NOT IN THE ENGINE?
Frequently when investigating one of those cases of mysterious loss of engine power I have found that the trouble was immediately cured by a change of sparking plugs, although those in use seemed quite sound. And I have found that the fault was not in the engine at all! A gear-box or back axle without lubricant, or without enough, and, above all, binding brakes, have explained what the owner insisted was entirely an engine fault.

If investigation on the lines fails to secure the desired result then it may be concluded that there is some functional disorder, common examples of which are gummy or burnt valves, or even incorrect timing of valves, or

ignition, although the two latter faults are not likely to arise without human interference. A choked silencer has caused much heart-burning on many occasions but it should not happen with a fairly new car, unless gross over-lubrication has been indulged in.

CLEANING SMALL PARTS.
A convenient receptacle to have around the garage for cleaning bolts, nuts and other small parts and vigour, says a motoring correspondent. It is a happening that comes to most of us sooner or later.

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DUNLOP

IN THE RECENT MOTOR TRIALS,
THE:— **1st, 2nd & 3rd** PLACES

IN BOTH—
ACCELERATION & FUEL CONSUMPTION
TESTS WERE WON ON
DUNLOP CORDS

These facts support the unanimous verdict of experts that a car **MUST** be equipped with the **BEST TYRES** if **ECONOMIC RUNNING** is to be expected.

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"MORE MILES PER GALLON"

HONGKONG MOTOR TRIALS
Fuel Consumption Test
SEPTEMBER, 30th, 1923.

1st. & 2nd. PLACES

IN EACH SECTION WERE WON BY
CARS AND MOTOR CYCLES USING

SHELL MOTOR SPIRIT

(Full particulars next week)

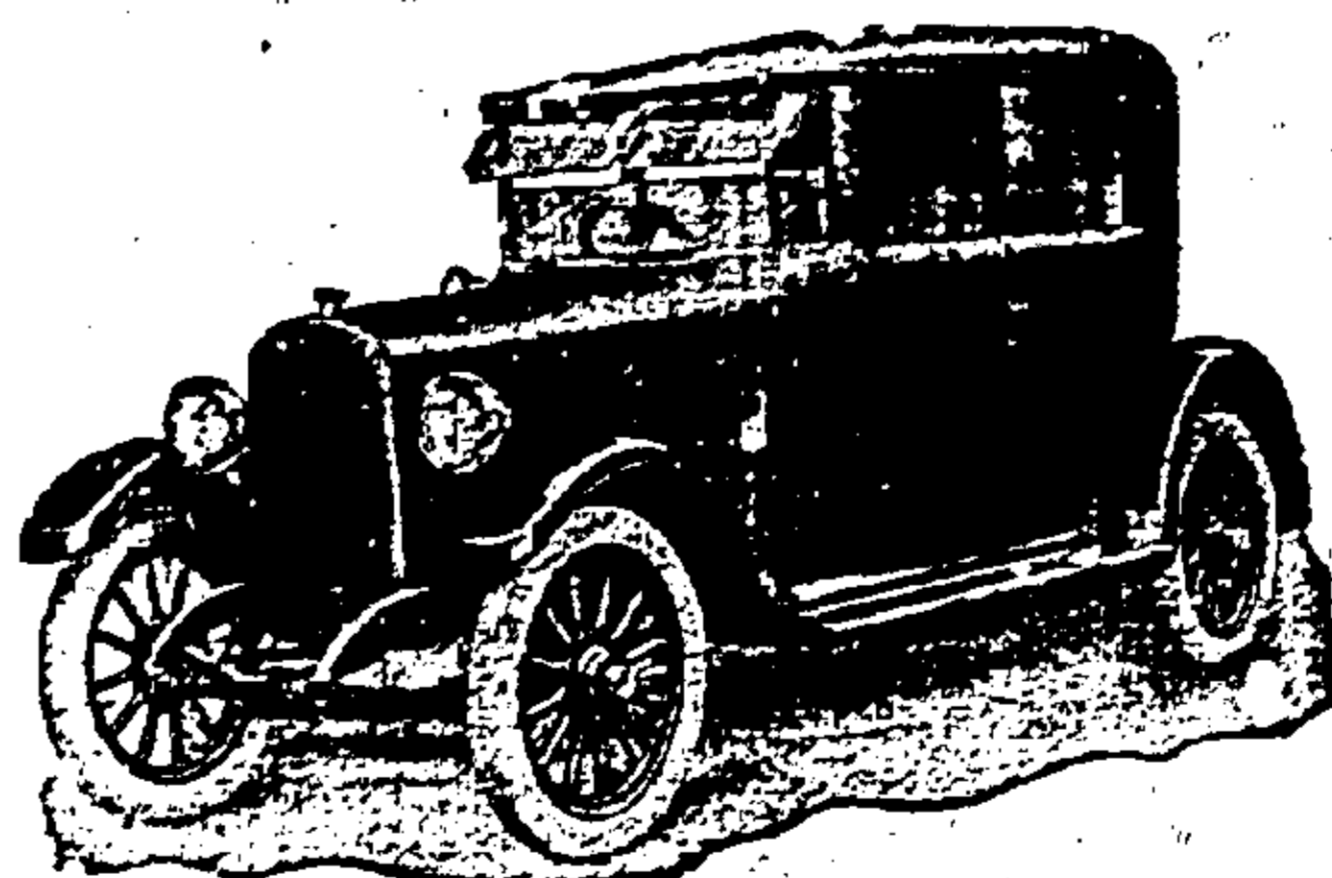
SCHNEIDER CUP RACE
(World's Seaplane Championship)

held at COWES, ENGLAND 27.9.23.
ONLY THREE COMPETITORS FINISHED
AND ALL THESE USED—

SHELL AVIATION

WINNER'S SPEED 177.4 M. P. H.—
A RECORD FOR THE RACE.

"MORE MILES PER GALLON"



BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices.

Immediate delivery can be given on 20 h.p. Touring Models.

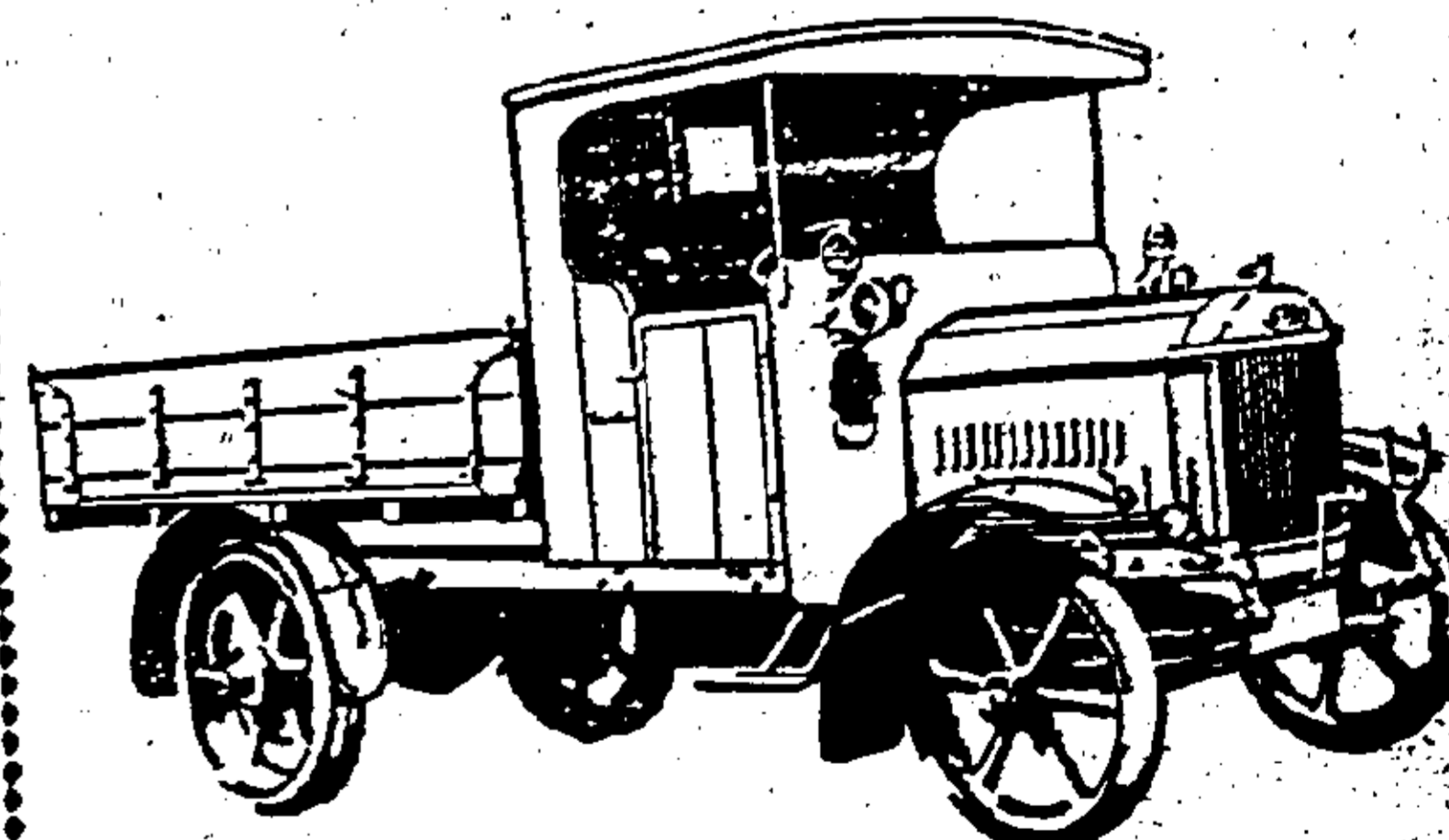
Prompt shipment on all other models.
Catalogues may be obtained from the

SOLE AGENTS:

Alex. Ross & Company,
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Dennis MOTORS



As used by The Hongkong Government.

2-2½ ton truck chassis—£740.—0.—0.
c. i. f. Hongkong.

THE TRUCK WHICH HAS PROVED
ITS WORTH IN HONGKONG

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HUDSON

Super-Six

Hudson has outsold all fine cars for eight years. That shows how buyers acknowledge its supremacy as a value. It is famous as a long life car. Many have served upwards of 7 years and 100,000 miles.

It combines economy of upkeep and operation with the performance, ability and smoothness of costly cars.

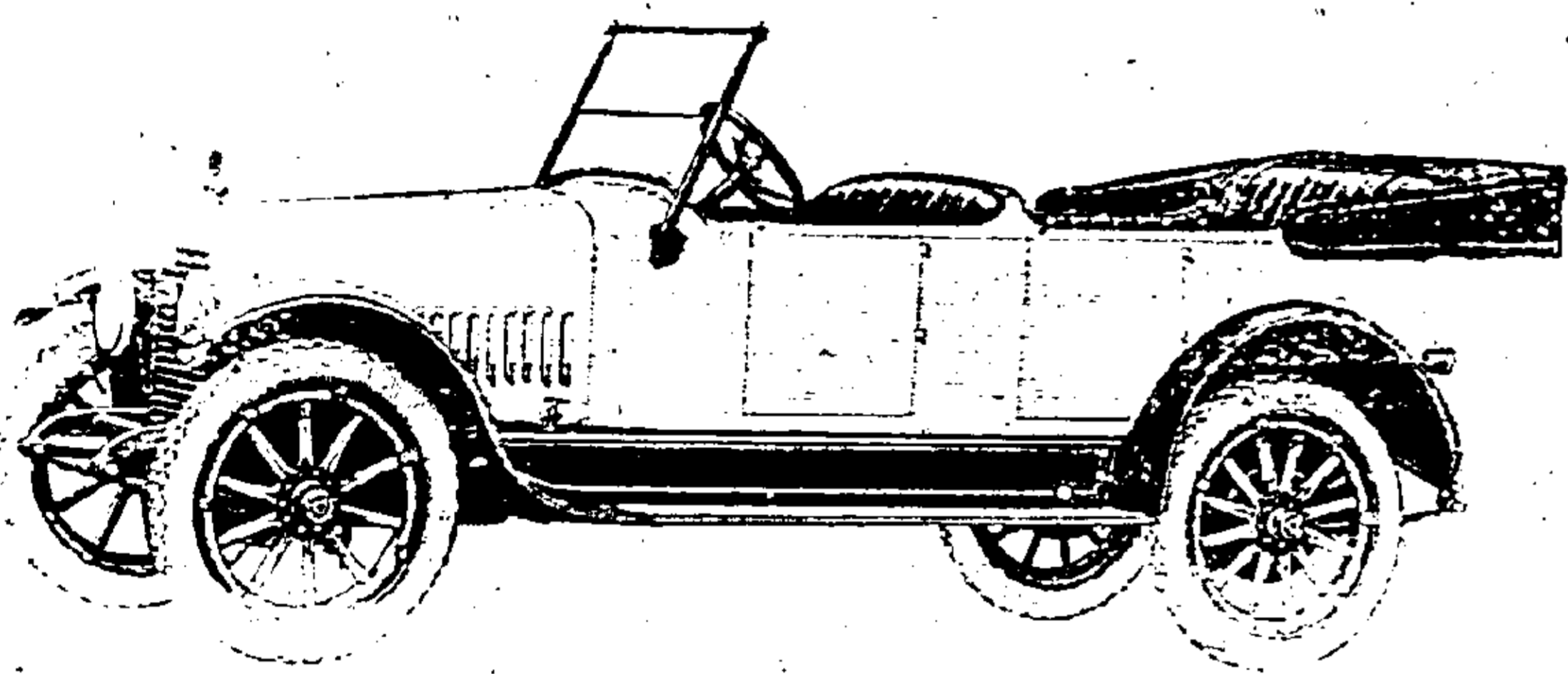
Its price makes it the most conspicuous value Hudson ever offered.

Hudson Also Builds the

ESSEX

4 - Passenger Phaeton \$3,900.

7 - Passenger Phaeton \$4,000



THE DRAGON MOTOR CAR CO., LTD.

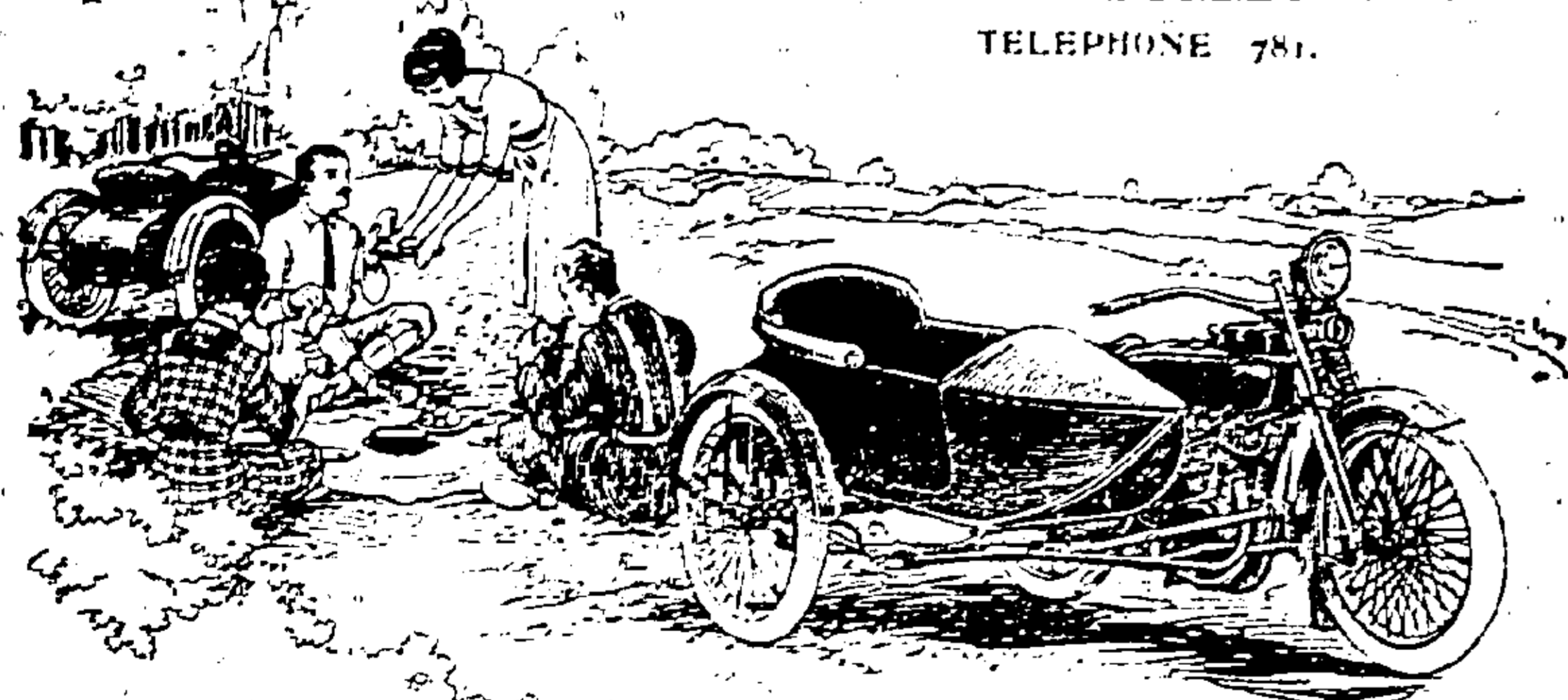
Latest Models on view at our Sales and Service Station.
Wong Nei Chung Road, Happy Valley. Telephone Central 3950.

1924 HARLEY-DAVIDSON

ALEMIT LUBRICATING SYSTEM
MOTOR CUTS VIBRATION IN HALF
FULL-FLOATING SIDECAR SPRINGS
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FIRST IN ACCELERATION
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TESTS FOR COMBINATIONS
HELD IN RECENT TRIALS.

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WHY DON'T YOU OWN A CAR?

Why walk or pay car hire when you can have a car of your own on easy payments?

The following cars are in excellent condition:-

OLDSMOBILES	5 Seaters, at \$1,800.00
STUDEBAKERS	5 Seaters, at \$1,500.00
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Write for full particulars to:-

P.O. Box 635 or Tel. K.765 (After 7 p.m.)
DEMONSTRATION TRIPS ON REQUEST.

WHEN ADJUSTING BRAKES.
In cases where the brakes on the cars are operated by cables instead of rods, it will be found that the following hint will often effect a saving in brake linings. It usually happens that the linings are discarded before they are fully worn out, because the full adjustment has been taken up at the usual places. By taking out the pin where the cable is connected to the cam-operating lever at the rear and giving the cable a few twists, it will be found that, after replacing the pin, all slackness will be taken up. This can be done periodically until the linings have given the maximum possible service.

THE HUMAN ZOO



A motorist's sympathetic smile for a brother in distress.

SAFETY RULES.

Move for Uniform Law in America.

With the annual summary of summer accident comes another concerted move for the adoption of safety measures throughout Far East. Formerly, the Far East Review ran a bi-monthly section named *Far Eastern Motors* and the publication under notice is now issued monthly in a larger and more attractive form. The October number is a really first-class production, and if the remaining issues maintain the standard thus set, there should be a bright future for this journal. It comprises some fifty pages, is extremely well illustrated and contains numerous specially written articles. In addition, there are many hints and suggestions for motorists, as well as an auto-mobility census of China, showing the number of vehicles in use throughout the country. The issue is full of interesting matter, and is one of the very best motor numbers we have encountered out East. The publisher's offices are at 16, Jin-kee Road, Shanghai, and the annual subscription throughout China is \$3 (Mex.).

STATES UNITE.

What other states haven't accomplished toward stopping railroad crossing accidents, safety organization and large businesses have been doing. For instance, the Standard Oil Company of Indiana has pledged its 8500 drivers to come to a full stop at railroad crossings. And this is one of many times that have taken similar action.

But railroad crossing safety is only a detail of a lengthy programme for accident prevention throughout the country. City traffic is the greatest problem presented to the state authorities. And to solve it, some of the states have formed a so-called "conference" of motor vehicle administrations with the main purpose of attaining uniformity in motor vehicle legislation. This conference includes the ten states consisting of New England, New York, New Jersey, Pennsylvania, Maryland and Ohio. In its desire for uniform auto laws, the conference already has brought this about in the matter of headlights, especially, and in the test for

HAND SIGNALS.

Safety organizations are now trying to produce uniformity in safety laws throughout these states and the rest of the country. For example, the Cleveland Safety Council is trying to promulgate a system of hand signalling for general adoption in all parts of the United States. Its sponsors say it is the simplest form of signalling the man behind what you are going to do, and can easily be recommended for use by all drivers.

At the same time the American Automobile Association, the National Motorists' Association and other similar organizations are seeking uniformity of state auto laws, not only from a safety angle but for the general benefit of drivers. As Major Roy Britton, chairman of the legislative board of the A. A. A., puts it: "The adoption of a uniform code of regulations would not only reduce the hazard of driving along our streets and highways through a common understanding of just what the regulations are, but would make their enforcement easier."

"ASIATIC MOTORS."

New Shanghai Monthly.

We have been favoured with a copy of the first issue of *Asiatic Motors*, a new Shanghai motoring monthly, which should prove of interest to all motorists in the Far East. Formerly, the *Far Eastern Review* ran a bi-monthly section named *Far Eastern Motors* and the publication under notice is now issued monthly in a larger and more attractive form. The October number is a really first-class production, and if the remaining issues maintain the standard thus set, there should be a bright future for this journal. It comprises some fifty pages, is extremely well illustrated and contains numerous specially written articles. In addition, there are many hints and suggestions for motorists, as well as an auto-mobility census of China, showing the number of vehicles in use throughout the country. The issue is full of interesting matter, and is one of the very best motor numbers we have encountered out East. The publisher's offices are at 16, Jin-kee Road, Shanghai, and the annual subscription throughout China is \$3 (Mex.).

FRANCE TO HAVE A "BROOKLANDS."

In view of the British successes at the recent car and motor cycle Grand Prix races, French motorists have come to the conclusion that it is essential that France should possess an adequate racing track. It has been decided, therefore, to construct one at Miramas, about twenty miles south-east of Arles. The length of the lap is to be 5 km. (3 1/4 miles). Easter, 1924, is the provisional opening date.

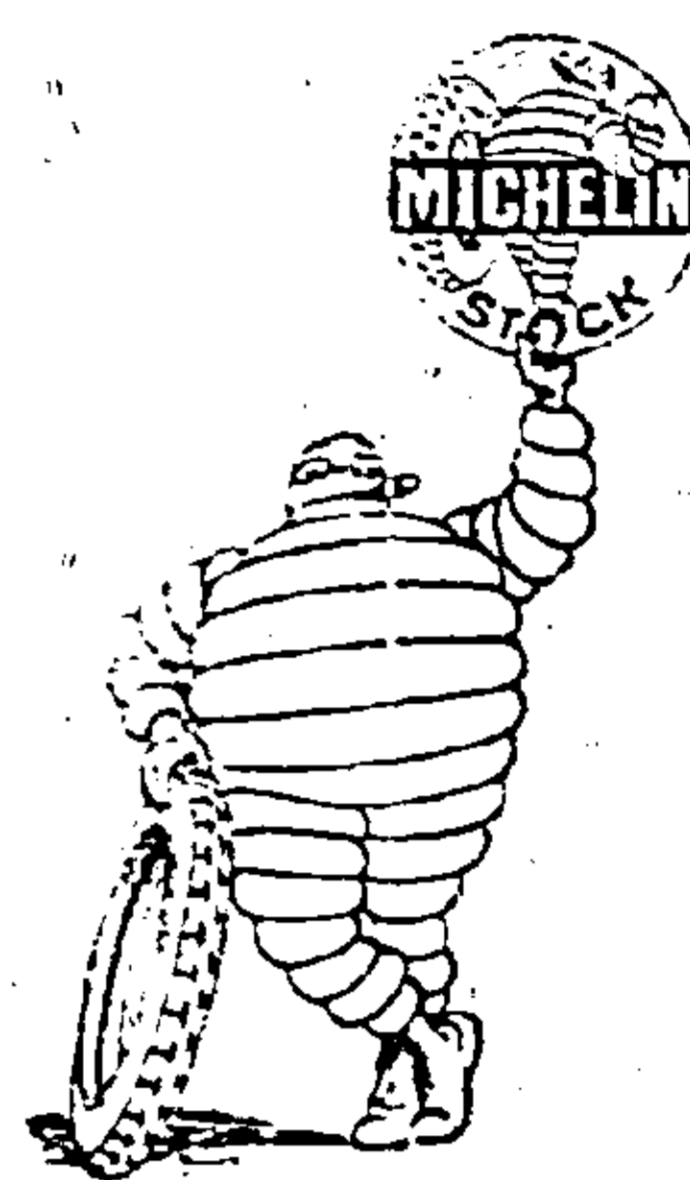
MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

EXPERTS IN PLATING.



THE MICHELIN "CABLE" CONSTRUCTION

Increases the mileage of the tyre and improves the running of the Car.

AGENTS:-

LEPACK & CO., LTD.
50-52 Queen's Rd. Central.

NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

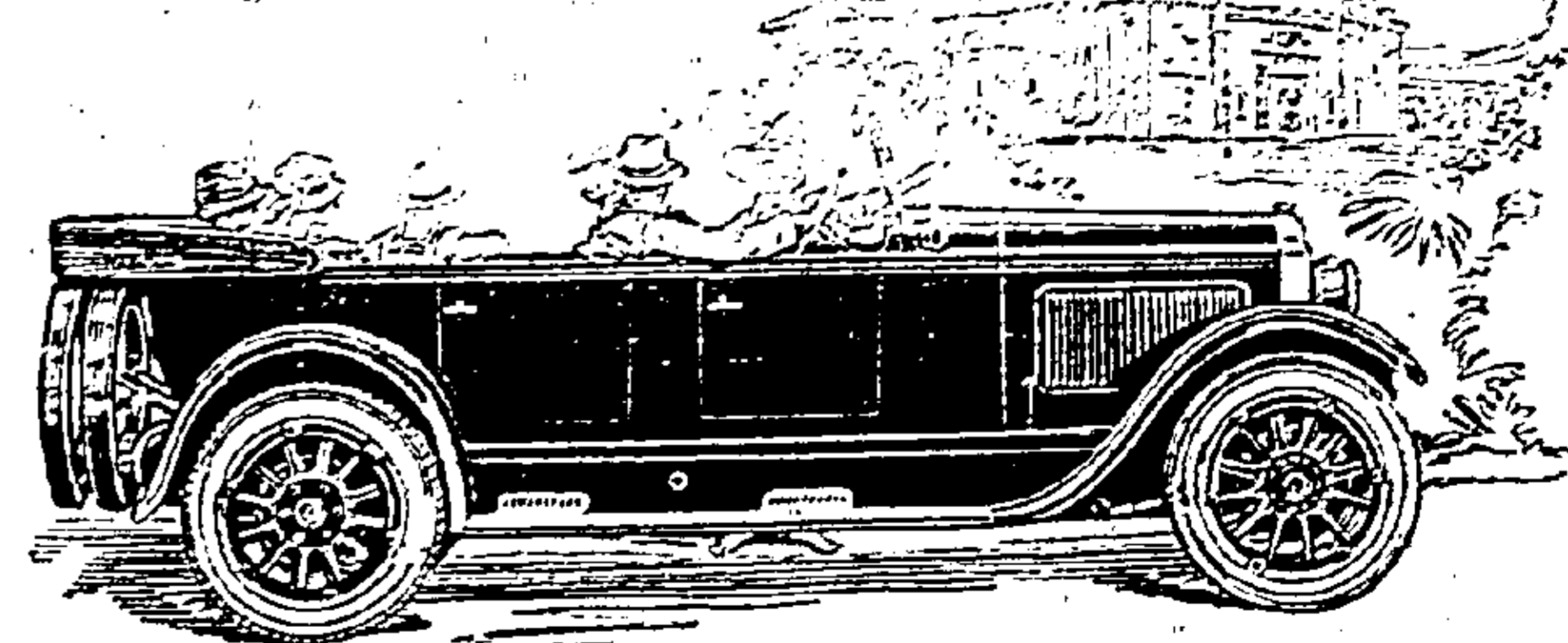
De Sousa & Company, Limited.

Sole Agents for South China.

2nd. Floor, St., George's Building. Telephone C. No. 1284.

1924 BUICKS DUE

Here November, 20th.



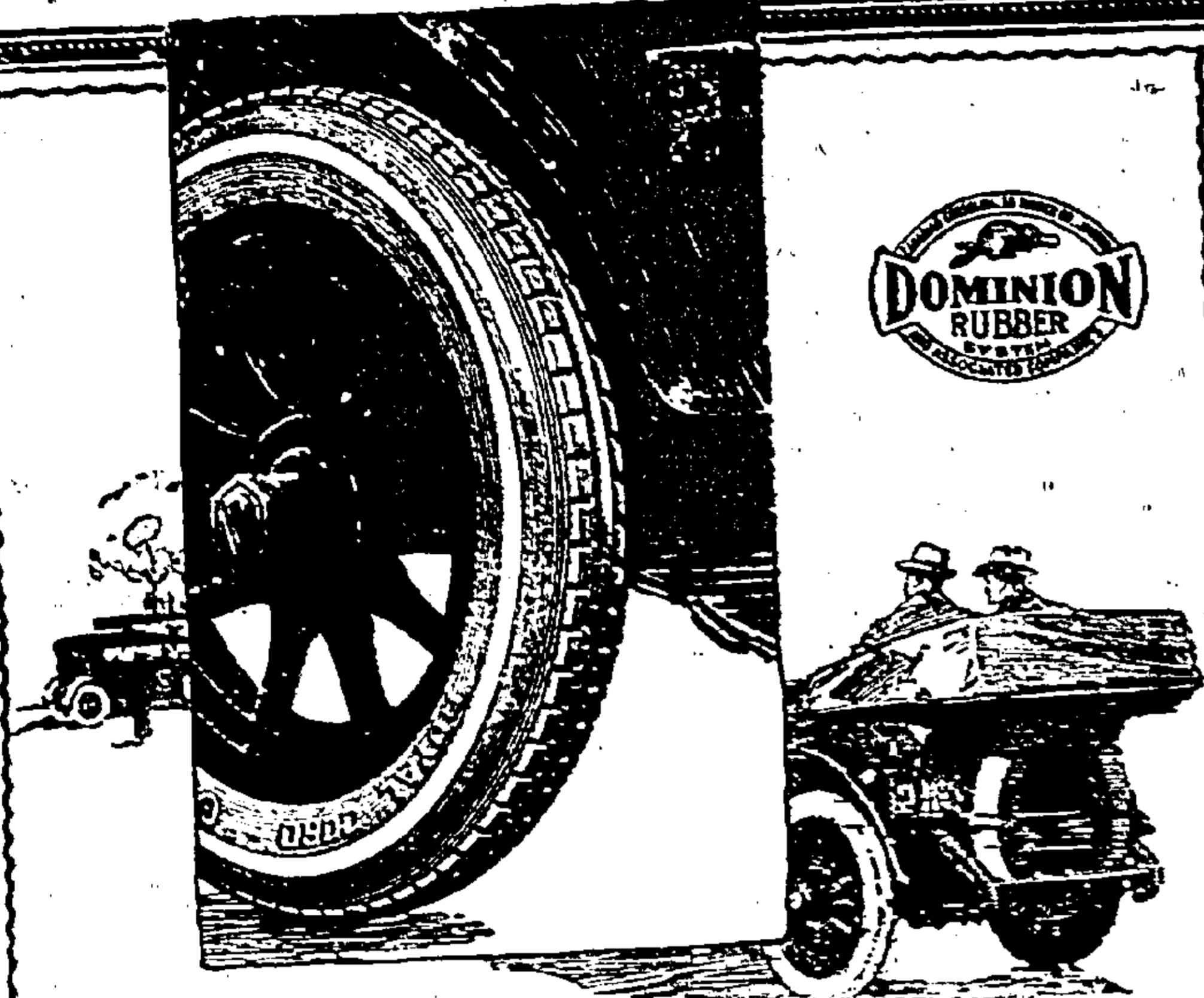
WE HAVE JUST RECEIVED A CABLE ADVISING US THAT THE S.S. "PRESIDENT MCKINLEY" IS BRINGING A SHIPMENT OF SEVEN SEATER 1924 LATEST MODEL

BUICKS

DON'T DECIDE ON A CAR UNTIL YOU HAVE SEEN THESE.

The Hongkong & Kowloon Taxi-Cab Co., Ltd.

33 & 35, Des Vaux Road, Central.



In Royal Cord Tyres there are no gross threads to chafe and heat the tyre. All the Cords go one way in each layer. Thus are thousands of miles added to normal tyre life

ALL SIZES IN STOCK
COMPETITIVE PRICES
Sole Agents—
HONGKONG HOTEL GARAGE

Royal Cord
A Dominion Tyre

THE HONGKONG HOTEL COMPANY, LTD.

PETROL PRICES.

Possibility of a Rise.

Washington, Aug. 25.—Promiscuous country-wide slashing of gasoline prices has brought temporary joy to the motorist, but is leaving him in a quandary as to the cause and effect of it all.

With oil gushing out of the earth in such enormous quantities that the flow can hardly be controlled, it is no wonder that a cry should be raised against the prices that existed before the general downfall. It has been known for quite a while that production was far exceeding consumption, despite the enormous increase of automobiles on the highway.

In fact, the situation became so unwieldy that producers were forced to shut down in the refining of oil for gasoline. An oversupply of some eight or ten million gallons, a few months ago, was suggested for distribution among the retailers so as not to cause a panicky situation among the refiners.

SECRET LEARNED.

It was this condition, at first held secret among the producers and refiners, that cropped out and was caught upon as good cause for a general reduction in gasoline prices. The cry of some of them that the present low prices in some of the western states have been made at a loss does not seem to cause any worry among those authorities and consumers who started the trouble.

But, generally, oil men believe the situation will level itself down to an average reduction of 2 or 3 cents from the prices that existed before the wild cutting. In some of the states, like Ohio, and farther east, this conservative reduction has already been made, and it is expected it will act as a stabilizer for the whole industry. The low prices of 11 to 18.6 cents a gallon will be raised gradually to about 18 or 20 cents, it is predicted, and thus they will remain at least for another year.

Oil men do not deny that they can afford to cut prices. They realize that is the best way to get rid of their surplus stock. But they do not relish the recent heavy slashing to which they were forced by the action of the governor of South Dakota and others. It is below cost, they cry.

FUTURE PRICES.

Well, the price will return gradually and in a month or more. That is generally taken for granted. It will go back as soon as the present excitement over gasoline dies down.

But it will not go back to the former level. Instead, the price generally will stop at about 18 or 20 cents and remain there perhaps over next winter and spring.

In all, the producers have learned this lesson from their folly:

They are curbing their zeal for the production of gasoline beyond the capacity of consumption.

PROTECTION TO WIRES.

To prevent a short circuit, slip a small piece of rubber tubing over the wire at the point where the contact might occur.

ADJUSTING THE CARBURETTER.

How to Remedy the Most Usual Troubles.

Luckily, it is not often that the owner-driver is called upon to adjust his carburetter, says Capt. F. de Normville in the *July Chronicle*. It is a lot of tricks of which most motorists have a general idea, but few really understand its detail functioning.

Before you begin to adjust the carburetter, it is of course, somewhat desirable that you should know whether the trouble you want to remedy is really carburetter or magneto! The symptoms are frequently rather akin.

Misfiring due to carburetter trouble can generally be distinguished from the similar complaint due to faulty magneto, by the presence of "popping back." Sometimes the trouble is due to water in the fuel, and if you race the engine, close the throttle suddenly, and open it again suddenly, you can often draw the water out of the float chamber without leaving the driving seat.

WATER IN THE FLOAT CHAMBER.

Reducing the matter to its essential elements, I will give you the "make up" of a carburetter and its functioning, so that you may see what you are after when making adjustments.

First, there is the float chamber. This should but very rarely require attention unless water gets in it, which you cannot draw off by racing the engine.

Turn off the petrol first. There is usually a little spring clip holding the cover on. Move the spring clip so that the cover can come off. Generally the cover will lift off, but sometimes it wants turning round part of a circle before it lifts off.

When the cover is off, you will see a "needle" attached to it which goes down through a hole in the centre of the float, which you will also see now.

With a long match each side of the float, you can lift the float sufficiently to get it out. With clean rag, soak up the petrol in the float chamber, and also the water and any particles of dirt.

SOME OTHER TROUBLES.

If the carburetter has shown any signs of flooding, now look at the tapered end of the needle. If it looks "ridgy," polish it to a clean finished surface with a piece of fine emery cloth, taking care to revolve the needle, so as not to polish one side more than another.

If you have persistent bad flooding, it will be due to one of two causes—both, luckily, of very rare occurrence. The float may be punctured, or the needle may have changed position relatively to the collar you will see on it, in which the counter weights act to control the vertical movement of the needle.

ON CLEANING THE JETS.

If a novice is overtaken by either of these defects, he or she had better make for the nearest garage, or claim assistance from an experienced passing motorist.

Then you have the jets to consider, and there are usually two three, or four of them. On most types you have a slow running device and a main jet and a secondary (or compensating) jet. These jets occasionally get choked up with a particle of dirt. They are readily accessible with the special jet cleaners provided but you usually have to unscrew them from the bottom.

THE MEETING-GROUND.



Another picture of the starting point of last Sunday's Fuel Consumption Test.



Scene at the starting point of last Sunday's Fuel Consumption Test.

THORNYCROFT

COMMERCIAL VEHICLES

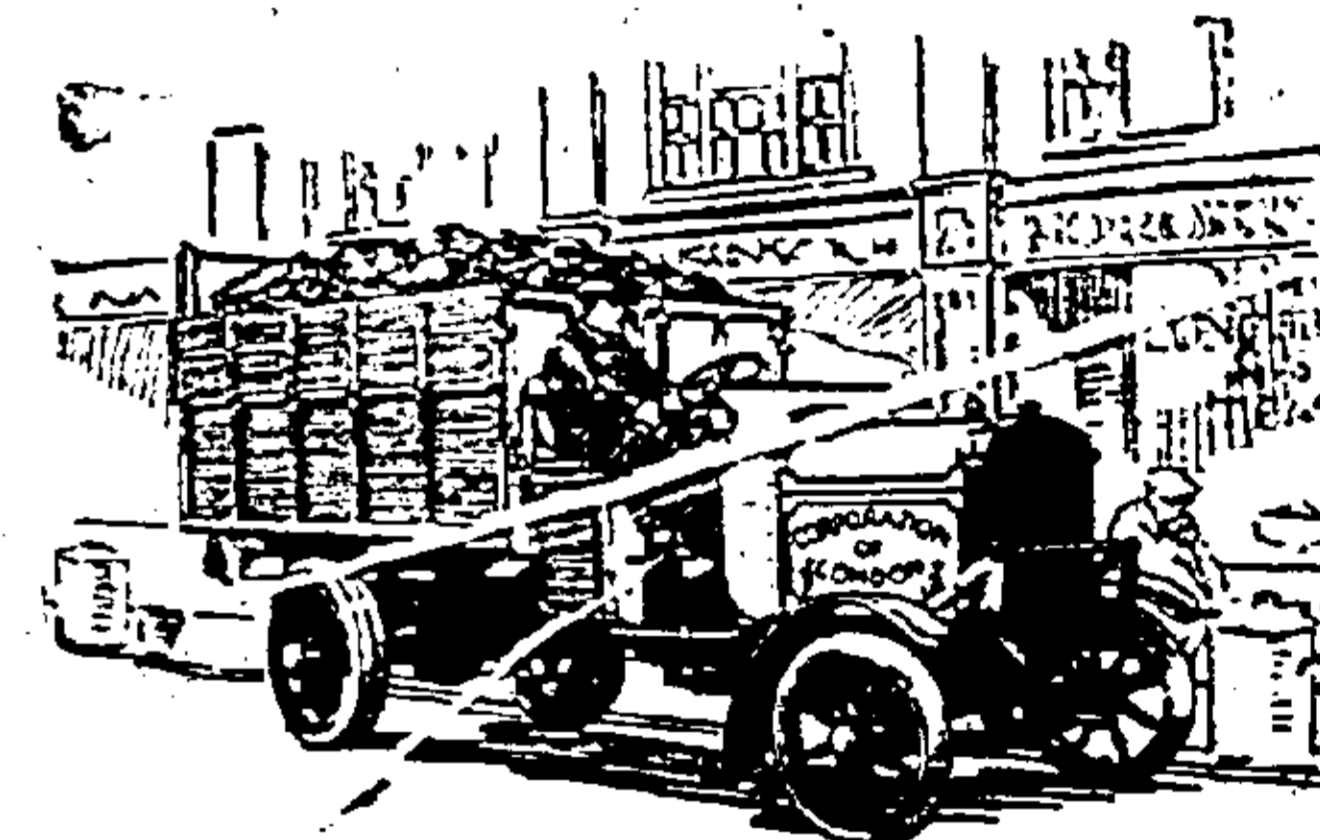
FOR ALL PURPOSES

FOR PRICES AND SPECIFICATIONS

— APPLY —

HONGKONG HOTEL GARAGE

SHOW ROOM PEDDER ST.



FOR PROVED ECONOMY & RELIABILITY.

Tel. 32 THE HONGKONG HOTEL CO., LTD. Tel. 32

Firestone



Most Miles per Dollar



Get a set these Gum-Dipped Cords from—

The DRAGON MOTOR CAR Co., Ltd. DISTRIBUTORS

Ford

THE UNIVERSAL CAR

TOURING CARS ... H.K. \$ 1250
SEDANS (WIRE WHEELS) ... H.K. \$ 1600
TRUCKS ... H.K. \$ 1175

DELIVERIES OF TOURING CARS AND SEDANS FROM STOCKS.

TRUCKS FROM OUR NEXT SHIPMENT ALL ELECTRICALLY EQUIPPED WITH STARTERS.

ALEX. ROSS & CO. (CHINA) LTD.

NO CHANGE IN OUR AGENCY FOR THE ABOVE

TRIUMPH

1923 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magdyno Lighting Set.

Roller Chain Drive, 3 inch Tyes.

Price:— H. K. \$875.00

SOLE AGENTS:—

Alex. Ross & Company,
(China) Ltd.

100, Duddell Street

"You've Put That Engine In Fine Condition—Thanks!"

WE'RE proud to give efficient service to the car owner because of his cordial appreciation of good work expeditiously done.

The modern machinery and equipment we have at our new concrete Main Garage and Service Station (Wong Nei Chung Road, Happy Valley) enables us to take care of a car whether it needs complete overhauling, or rebuilding, or merely some light adjustment of brakes or carburetor.

Our methods of doing business and the very reasonable charge we make for high class work has won us high reputation among motorists.

The Dragon Motor Car Co., Ltd.

Expert European Supervision.

Telephone Central 3950. A. J. Allison, Service Manager.

NOTICE TO ADVERTISERS

Firms desiring to avail themselves of the publicity presented through this supplement, are requested to send copy not later than the Wednesday preceding the issue.

HORNETS AND HUMANS.

SOME REFLECTIONS ON NATURE.

("Telegraph" Special)

The Man was interested. A hornet—it might have been two—anyway, a hornet was systematically flying in and out of our verandah. It was watched, and discovered to be on visiting terms with a tall flower-pot stand, the interior of which was easily accessible through the ornamentation.

I spoke warning words of the evil habits of hornets.

The Man was interested; the hornet must not be molested. The matter slipped from my mind. Two or three days passed, and I was quite sure of the gregarious habits of the insect: he was not alone; his relations were with him. I made remarks upon the general contour of a hornet: he was a relic of the Victorian Era at its worst; he was on anachronism; he should be abolished. Still the Man was kindly and tolerantly detached. Alien immigration and Anti-Colonisation Acts were far from his mind.

Quite a long time had elapsed, now, and friends were undoubtedly added to relations. Things were getting serious: the Man must be roused. I instanced cases of people stung by hornets—great pain—dangerous. Yes, admitted the Man, clumsy people bumped into them and frightened them: no wild creature would attack unless provoked.

How to do it? Cajoling perhaps—reasonable requests. Try, said I, at any rate look and see what they are doing.

Unwillingly the Man rose and approached the stand, carefully, in case of wandering insects, the thing was raised, and a cursory glance taken. Enough! The train was not only laid, the mine exploded. The Man became an incarnate fury of destruction. The household was summoned: a net, oil, matches—in all directions we flew.

The slaughter over, we examined their habitation. It was a wonderful piece of work. With extraordinary craft the little creatures had fashioned a miniature hive. Tirelessly working, they had constructed the symmetrical dome, that was so easily removed. What mighty Power working with the patience of the infinite through the Ages had implanted this home-building instinct? A sight it was to give pause to the most egoistic. There within, exposed to view by the ruthless removal of its cover, lay their world: each curiously-fashioned cell contained its fat, squirming grub, a score of them or more altogether; and now to be destroyed. Foolish creatures to think you were safe in the abode of Man! Man the Extremist: Man the Fittest.

It reminded me of India: only in that case it was Humans and not Hornets. In India, as here, you have across the way a "cook-house"—there are some words that arouse in me a bitter hatred, and this is one. In long-forgotten days, when the first white men were in India, their food was cooked in the cookhouse in *dekhies* over wood fires; and it was always smoking, but they heeded it not. These places were not large. Abdullah, our boy, had many relations. He was under fearful penalties to keep them within limits in the cookhouse. The days went peacefully by: an

eyah would slip in; a naked baby would crawl round. It was the Man this time who occasionally commented thereon.

Came a day when the relations argued beyond all reasonable limits while the Man slept. They were seated hiva fashion round their "hubble bubble"; there were various isolated units in odd corners, even as the hornets. It was not possible to take quite such vigorous steps to ensure their extermination, but the Man in wrath is a sufficiently alarming figure, and in a short space they were not.

On reflection I do not think that the insect I have called a hornet is a hornet. The English hornet is a large, wasp-like creature—an ogre of the country lanes. I well remember how, in my childhood, tales of these ferocious creatures (their sting would kill a horse) haunted our rambles, and made excursions into hedges and over ditches fearsome and crusading enterprises. At home, now, one can buy books, many books, and one can know the lengthy appellations of the tiniest things that crawl. One can find the names of the humblest and most insignificant of wild flowers. The country children, too, have delightful names for them—often a treasure house of folk lore. There is an abiding joy in finding out these names. The scientific ones, of course, are useful for examinations, and it is frightfully nice to be able to electrify some priggish person with polysyllabic utterances; but the dear, intimate names of childhood are forever hallowed. I do not think much of science after all.

Various kind neighbours, knowing my weakness for beetles, bring along on occasion such of the more startling as come their way—huge armoured beetles, long-antennae cricket creatures. Our house is full of innocent-looking matchboxes that are opened by the unsuspecting and dropped with shrieks.

One of these friends has a small boy who has reached the age of multitudinous questionings. "Daddy," he says, "where does prickly-heat come from?" Daddy looks despairingly round: I hastily depart in search of my own small daughter, who is also in this stage. "Mother," says she, "what is a fly's tongue like?"

Science certainly has its uses: I must make a more exhaustive search of the Hongkong book shops.

B.C.W.

A PUZZLE A DAY.

P H E
O S O R
C I S

Arrange the mixed-up group of letters, and figures shown above, and set them in line, so that they will form a sensible statement. They may be inverted, joined together, or treated in any way you wish, provided they are all utilized.

Yesterday's answer:
The number in the verse is SEVEN. It is an odd number; cut off its head (S), and it will be EVEN. Take away the tail (N), and EVE, a girl's name, remains.

IT'S JOSEPH'S LAUGH.

BY BERTON BRALEY.

Joseph was a business man whose mind was very keen. And during all the fat years, he figured on the lean; So when the land of Egypt had seven years of drought, Why, Egypt had a lot of grain—and naught to fret about!

Joseph was a business man, as Bible study shows. He had the common sense to see a bit beyond his nose; For thousand years ago it was that Joseph lived on earth. Yet, when the years are opulent, WE never plan for dearth.

When there are bread lines in the streets, when men are unemployed.

We say, "This is a sort of thing we really can't avoid." Perhaps we blandly cogitate that "something should be done." But mostly we are helpless till the famine's course is run.

And when the slump is over and prosperity's returned, We quite forget the lesson which was should have fully learned; We lay aside our plans to fight the famine that was lurking. For "What's the use of worrying when everybody's working?"

Joseph was a business man who kept his country fed. Because he used the canny brains he carried in his head. But if the soul of Joseph ever looks down from above us, I don't think we'd be flattered by his frank opinion of us!

THE YACHT CLUB.

POINTS FROM ANNUAL REPORT.

From the annual report of the Royal Hongkong Yacht Club we extract the following:

The membership of the Club steadily increases, sixty-eight new members being admitted during the past year. The membership now stands at—Lady members 8, members and subscribers, 265. Total, 273.

The bar profit for the year is \$641.07, an increase over the previous year of \$164.75 despite the fact that this year wages have cost \$140.30 more than last.

Subscriptions from sailing & rowing members and bathing members have decreased by \$205 and \$475 respectively. A new source of subscriptions arose from the bowling section of the Club which has been in action for the last six months and accounts for \$195 during that period.

Other new sources of income are locker fees and mooring fees. In connection with the latter a sum of \$105 has been expended on mooring during the year. The usual annual contribution of \$150 was made to the Library, and binding expenses amounted to \$11.75.

The year's working resulted in a profit to the Club of \$102.73 as against a loss of \$90.14 last year. Ordinary income has decreased by \$147.16 and ordinary expenditure has decreased by \$253.42 as compared with last year.

It will be noticed this year that sailing entrance fees have safely covered the cost of sailing prizes, a small surplus of \$14.30 being made. The expenses and cost of prizes of the opening cruise and gala day have been refunded by the Commodore and Vice-Commodore, the Club sustaining no loss on either of these items. Similarly the total cost of the closing cruise and interport regatta was met by contributions from prominent residents and members who are interested in the welfare of the Club.

On perusal of the balance sheet it will be noticed that through the further generosity of ex-Commodore F. Smyth new assets appear in the form of a border to the new bowling green, garden seats and sprayer. During the year a larger number of new members have been elected, receipts for entrance fees amounting to \$1,700 as compared with \$696 for last year. Reserve Account now stands at \$11,041.77 showing an increase of \$2,148.97 on last year's figure.

The Club-house required little expenditure in general upkeep, but painting will have to be undertaken in the near future and renewal of gymnasium floor will require attention very soon.

Unfortunately the club-house and lawn suffered considerable damage by typhoon which will run the Club into unlooked-for expense, but the repairs are well in hand and little or no inconvenience has been caused to members. The Committee are indebted to Mr. E. S. Carter for supervising these repairs.

The Committee take pleasure in recording their thanks to Mr. D. K. Blair for his useful gifts of furniture, the Union Insurance Society of Canton, Ltd., for a fully rigged model of an old China tea chopper, and Mr. W. S. Eaton, of Boston, U.S.A. for a handsome framed photograph of his 60-ton schooner "Taormina."

The Bowling Lawn was brought into use for the first time on the 10th February, and due to the care and attention of Messrs. Carpenter and Brayfield has since much improved.

The past season has witnessed not only an increase in membership, but increased general interest in all the Club's activities, and in spite of the somewhat inconvenient journey much more use has been made Club premises than heretofore.

Bathing members were again admitted for the season, and ample accommodation was made for ladies and children. Unfortunately the water has been, for the most part of the season, extremely dirty, due to oil and nullah refuse. Application has been made to the authorities, and it is to be hoped some steps will be taken to abate the nuisance before next summer.

THOUSAND-GUINEA DOG.

Messrs. Spratts, Ltd., recently shipped to New York the fox-terrier dog Champion Barrington Bridgegrove, which is valued at nearly 1,000 guineas. The dog has won eight champion certificates, and is sire of four other champion terriers. He is being sent to an American gentleman at Wellware, Mass.

DAIRY FARM NEWS

—and the best you've heard for a long time.

We have just received a shipment of

Canadian Fish,

including:—

Red Spring Salmon,

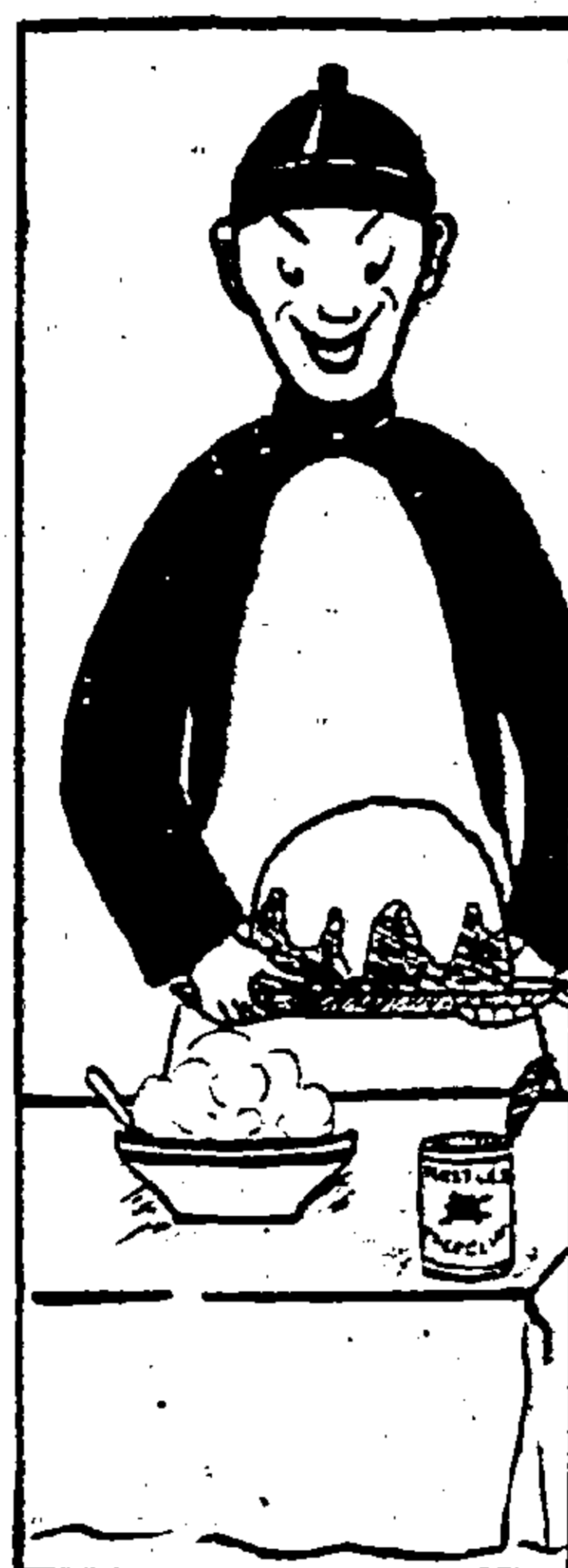
Chicken Halibut

and

Silverside Salmon.

Order early and ensure a real treat

NESTLE'S THICK CREAM



Puts the—
FINISHING TOUCH
to
Puddings & Stewed Fruit.

It makes
Delicious Ice cream
and
Sauces.

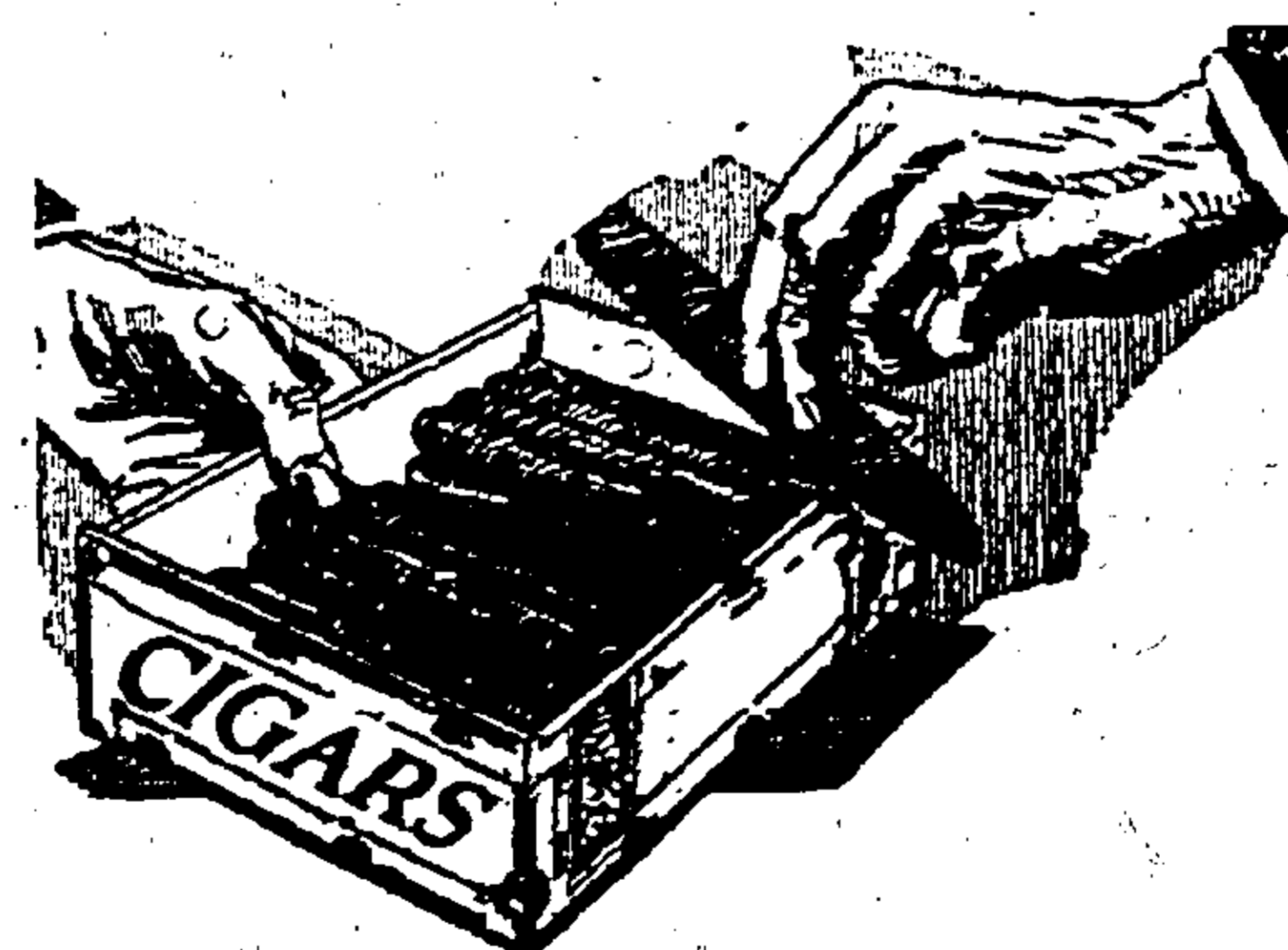
Three sizes of tins are sold:
11 oz. 5½ oz. 4 oz.



Ask the Nestle & Anglo-Swiss Condensed Milk Company.

11, Queen's Road Central.

Send you a copy of the "Cream Confections"—a recipe book giving directions for making 77 tempting dishes.



Have a cigar! I can recommend them.

They came from

THE HONGKONG CIGAR STORE

Alexandra Building.

THE IDEAL TEACHER.

Praise Better Than Fault Finding.

In presenting the prizes at the Norwich Training College, the Bishop of Norwich gave from his own experience as a schoolmaster the following advice to future teachers:—

Love your subject; such love is infectious. Those who work for salary alone will have no enthusiasm.

Keep your own study fresh; he teaches best who knows more than he brings out.

Do not rely too far on machinery and apparatus; Dr. Westcott taught in a hay loft. Education is human.

The true disciplinarian is one who controls by quiet personality like a good chairman or the leader of a party. One in control of a class should be as unruffled as in his own armchair at home.

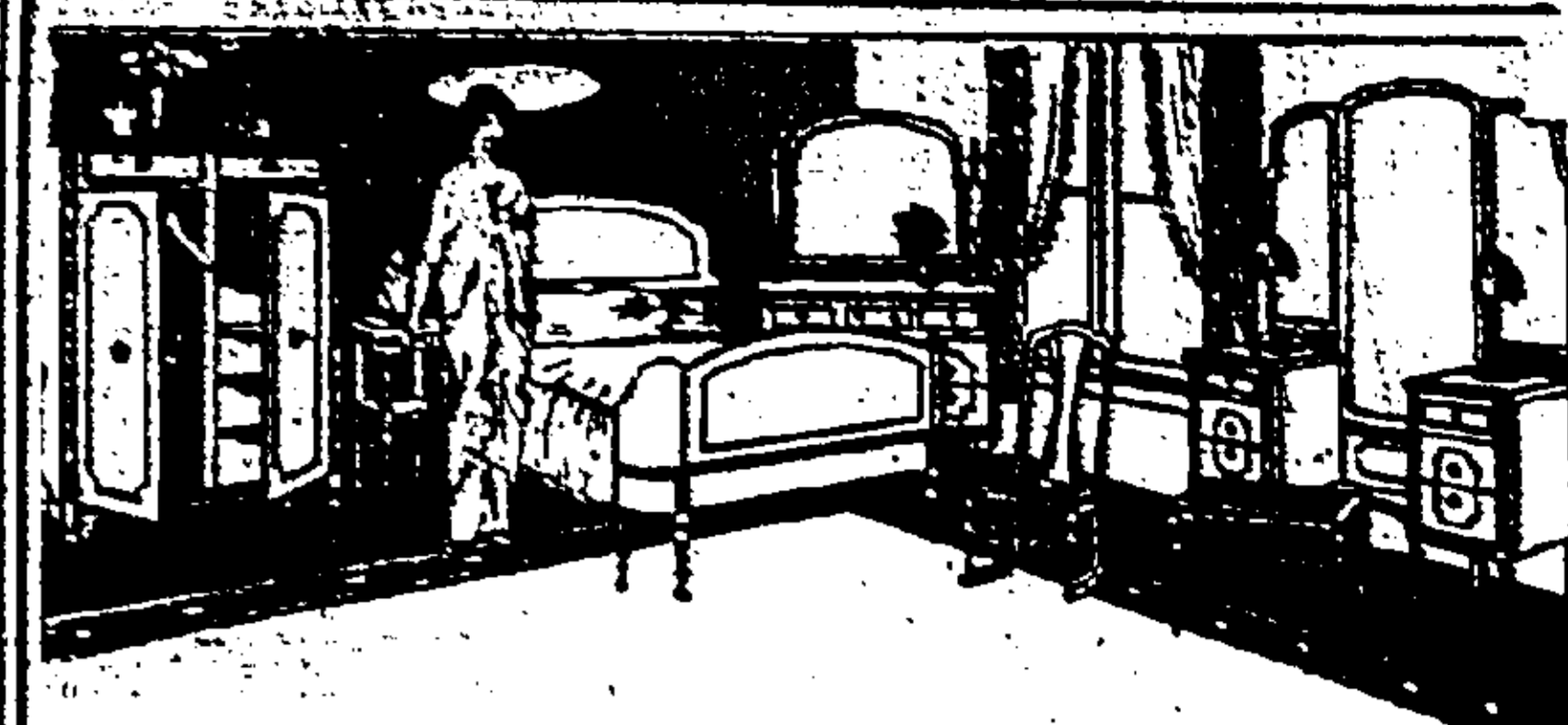
I always despised the teacher who had to rely upon punishment.

Praise, and not fault-finding, is the teacher's best weapon.

Wisely make friends of your pupils, and they will confide in you; but do not make yourself cheap. You must be their hero as well as their companion.

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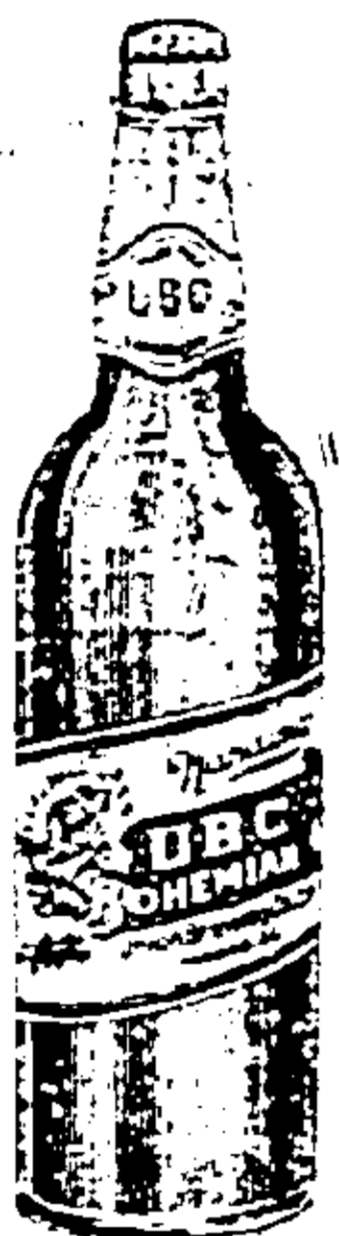
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"If you're off your long name—"
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"You'll do so any year," a Fan Ling.

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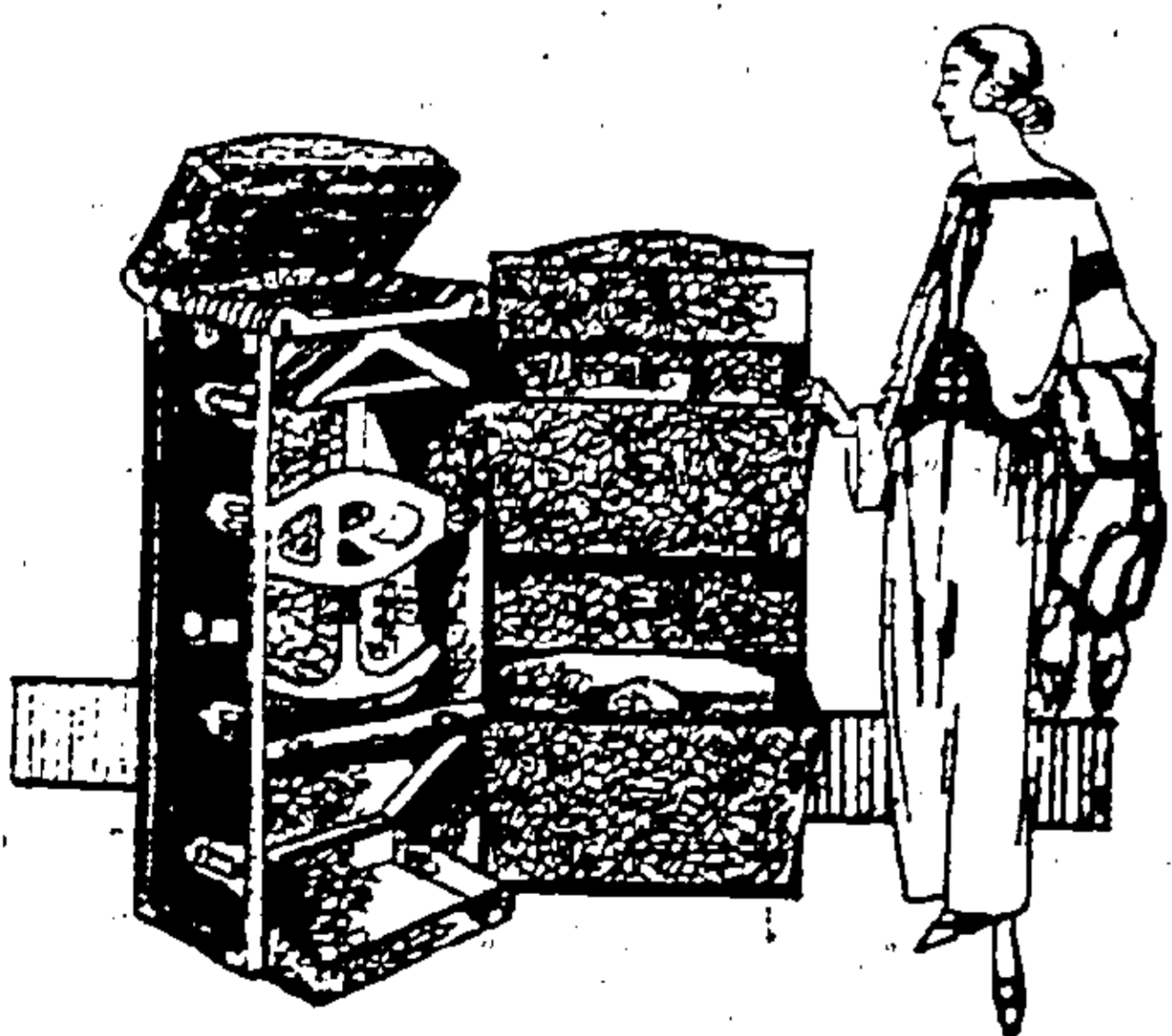


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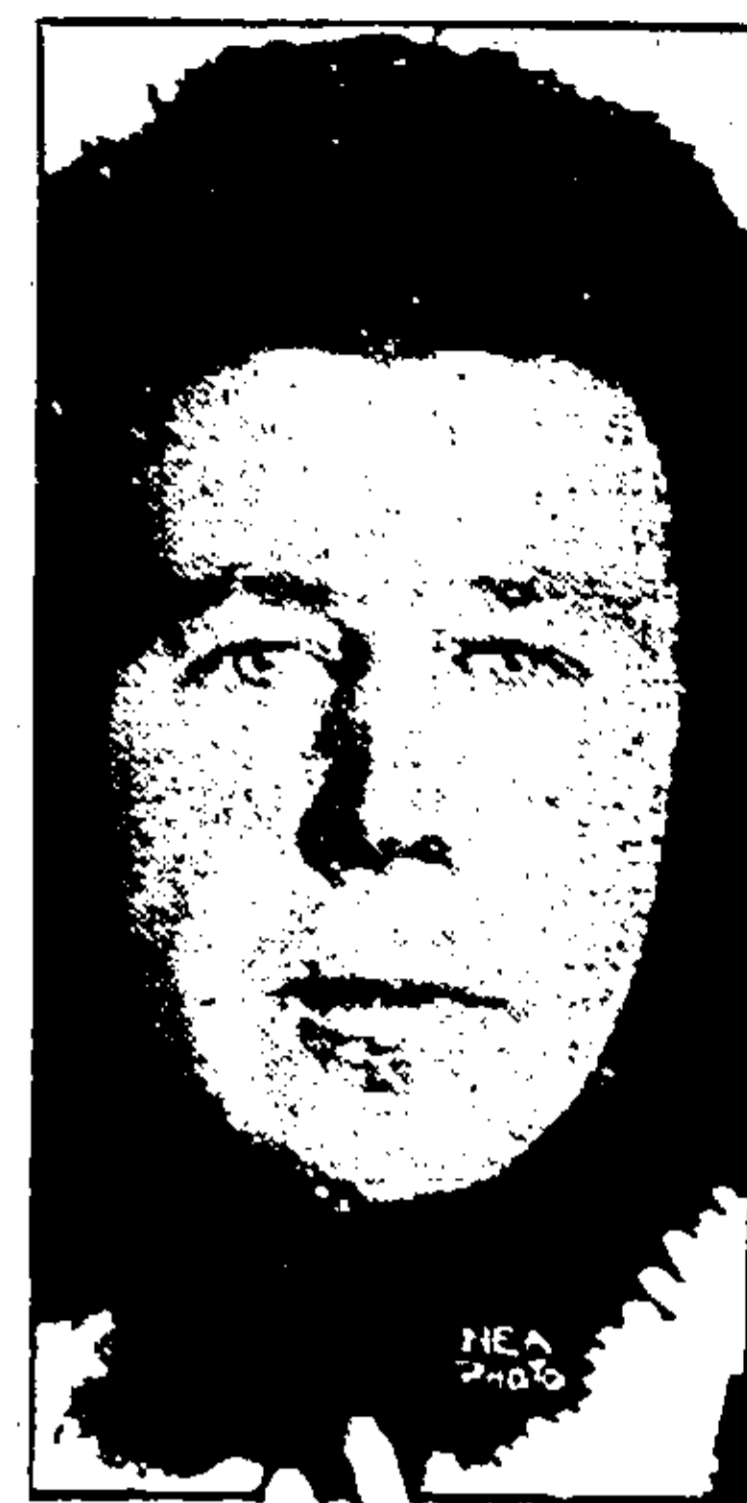
PHONE CENTRAL No. 1110. 25, WING WOO ST. Central.

CAMERA NEWS.



Photo: Ming Yuen.

Hongkong and Shanghai Interport Polo Players. Left to right:—
standing: Mr. J. Bartholmew (Hongkong), Mr. Judd (assistant umpire), Mr. J. Greig (Shanghai), Mr. W. Dent (Hongkong) and Mr. W. Newbiggin (Shanghai).
Sitting: Capt. R. Neville (Hongkong), Mr. E. H. McMichael (Shanghai), H. E. Major General Sir J. Fowler (umpire), Mr. C. C. Boyd (Hongkong) and Mr. N. W. Hickling (Shanghai).



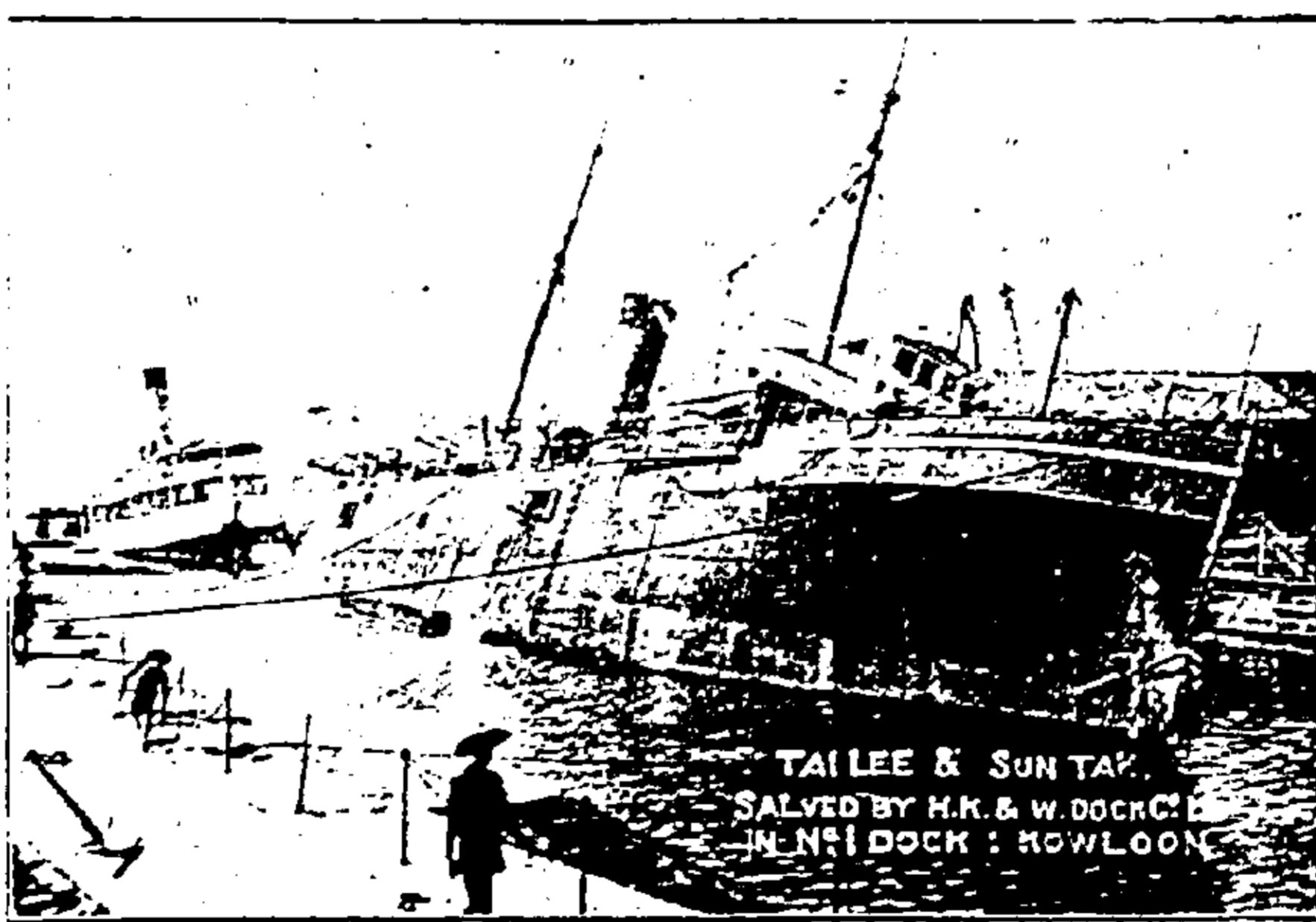
Harold Noyce, youngest Arctic explorer. He was to return to the Arctic as commander of the rescue expedition sent out by the Canadian government to find Allan Crawford's party, marooned on Wrangell Island.



The Hongkong-Shanghai polo match in progress. Photo: Ming Yuen.



Some of the spectators at the Interport polo match.



These boats went ashore in the typhoon on August 18th.



Portugal's new President, Senhor Teixeira Gomes.



Marjorie Hambeau, actress, who is suing her husband for divorce.

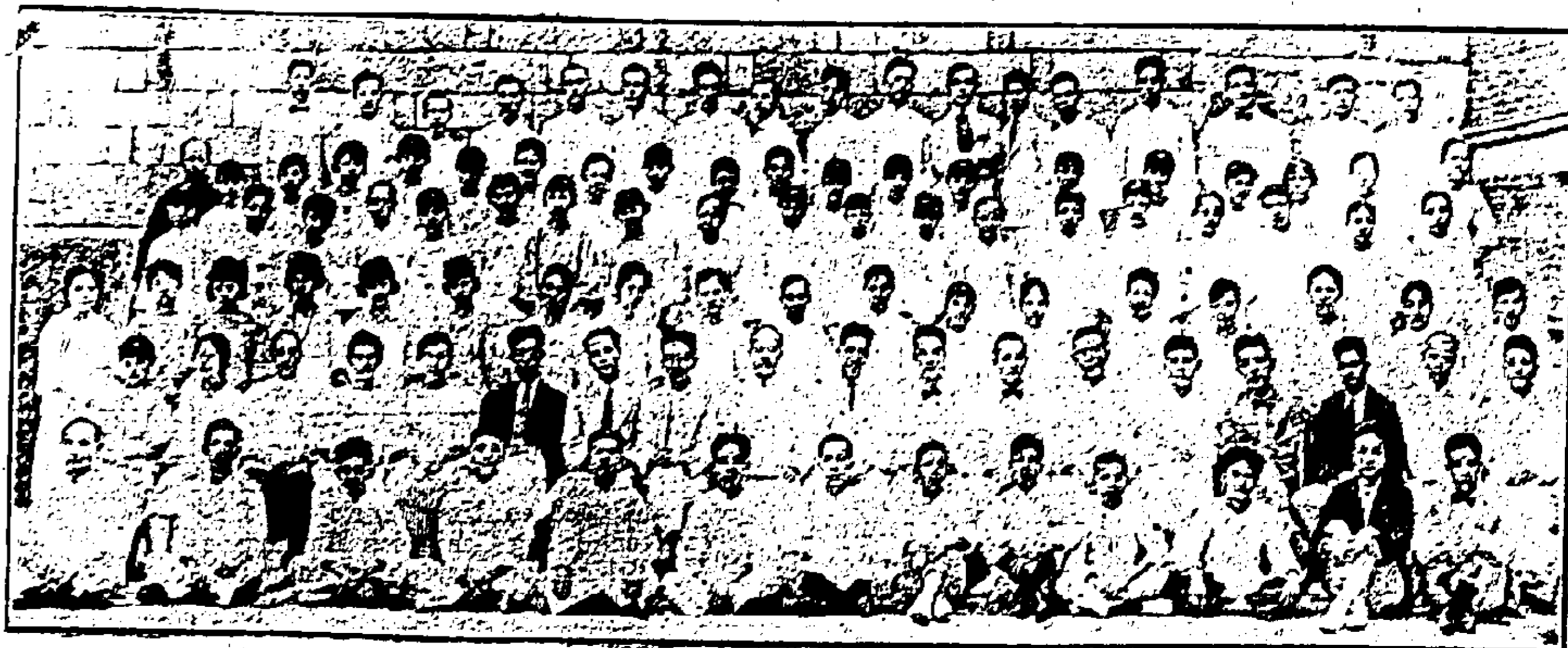


Photo: A. Fong.

Volunteer teachers who spent their vacation in giving instruction to students under Chinese Y.M.C.A. auspices.



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Kinks o' The Links

Question:—Player's ball is his swing. The ball falls about six feet from the cup. Ap- from the tee just before the player's club in the downward swing reached the ball. The and dropped the match on the player completed the swing but putting green. As the player the club head did not come into takes his stance to make ready contact with the ball. The player for his putt, he observes the match claims that he can re-tee the ball which is on a direct line with the without a penalty. His opponent ball and the hole. He reaches insists that he has no such right ahead with his club and brushes since the ball is in play. Who is the match out of the way. Then correct?

Answer:—After a player assumes his stance and while in the act of addressing the ball it falls or is knocked from the tee the player, according to the rules, has a right to re-tee the ball without penalty. The ball is not considered in play since the player is merely addressing the ball and has not started his swing. In the case cited above the player had no right to re-tee the ball. Since he completed his swing the ball must be regarded in play even though he failed to hit the ball. Same counts as a stroke, and the player must play the ball from its lie as a result of rolling or falling from the tee.

Question:—Player tees his ball, assumes his stance and starts point invariably reached in all electrical design, namely, that we have to compromise. For wave lengths up to the limit of broadcasting, a condenser with maximum about .0002 mfd. should usually suffice, while .0005 mfd. is likely to meet all the principal requirements of amateurs.

There is nothing inherently difficult in the construction of tuning condensers, and the necessary fixed and moving plates, spacing washers and so forth can readily be purchased. But there is need for very great accuracy in assembly; care should be taken to see that clearances between plates are a minimum, and incidentally if you come across nasty scratching noises when using the set, it is worth while making sure no tiny pieces of grit or dust are causing intermittent shorts between condenser plates. A lot of time may be wasted in fruitless hunting for these causes, such as examination of these condensers with white or other dielectric, between the plates, but it is not good practice, when the condenser is the if for no other reason than because the whole point cause the condenser does not main- tain constant conditions when the moving vanes are operated, and it is more than doubtful if the same scale reading gives a consistent value of capacity. The idea that the greater capacity of in the "full" position, otherwise an- ter could afford any advantage really has no point, for large uncer- tain edge effects. Should values of capacity are not then be any desire to use such a wanted, it is maximum voltage con- denser for short waves, this that is required for a value, and a little consideration of C. E. R. transformed into a quantity. For fixed value blocking con- capacity formula shows that densers alternate layers of thin minimum capacity provides copper strip and mica pressed maximum voltage. The question naturally arises as to why a con- denser should be wanted at all, thick- ness will prove thoroughly reliable. For such purposes as only capacity available would be that of the inductance coil, and as wave length is a constant be of an approximate order if the times inductance X capacity, best results are to be obtained small capacity means large in- Thus a grid condenser for use ductance, and hence resistance with grid-leak needs to be about with it-damping effect. Briefly, .0002 mfd. for a high tension some capacity is wanted for sharp battery something like .001 mfd. tuning. And so we arrive at the is suitable, a blocking condenser

SANDGATE'S STAMPS.

Advertising Value of a Postmark.

Sandgate, having had its official postmark submerged in that of Folkestone, has decided to have a private postmark (a stamp bearing the name of the town and views of the castle, sea and cliffs) to be affixed to letters before they are collected to swell its neighbour's postal business.

In having its postmark with- drawn by the Post Office, Sand- gate no doubt feels it is losing precious advertisement, for post- marks have a recognised value. Every-day is familiar with the "British Empire Exhibition" mark which appears on many of our letters. During the war was not attention called in the same way to the value of War Loan and Savings Certificates? South African letters to-day bear the mark, both in English and Dutch, "Buy Union Loan Certificates." Canada and the United States use these marks both for announcing forthcoming exhibitions and for emphasising certain features of the postal service, such as that which reads "Stamped envelopes save time and money," a Canadian Government mark.

No case precisely analogous to that of Sandgate can be recalled, but it may be remembered that during the siege of Mafeking several stamps were issued by the military authorities. At first the available stock of Cape of Good Hope and Bechuanaland stamps were overprinted "Mafeking Besieged," and later two stamps were produced by a photo- graphic process, one of which bore the portrait of Sir Robert Baden-Powell.

Private individuals have now and again issued so-called postage stamps. Perhaps the most daring example of these bogus issues was the set placed on sale in Paris in 1888, by a man calling himself the King of Soudan. These bogus issues have no value beyond being regarded as curiosities.

For telephones can be as high as .0005 mfd. Later, when giving definite circuits we will suggest suitable values for these and other condensers should they for any reason not be of the generally accepted values.



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HADIO NOTES AND NEWS.

Capacity and Condensers.

It is well when making up wireless circuits to remember the im- portant part played by capacity and condensers. There are roughly two classes of condensers to be considered, there is the tuning condenser in aerial or closed coupled circuit, and the condenser for battery, teleph- or grid purposes. The latter class frequently acts as a blocking condenser, that is, as a by-pass for high frequency current which is desired to keep from the parts of the system across which the condenser is placed.

The tuning condenser should always be of the fixed and moving plate type with air dielectric. Occasionally one comes across these condensers with ebony or other dielectric, between the plates, but it is not good practice, when the condenser is the if for no other reason than because the whole point cause the condenser does not main- tain constant conditions when the moving vanes are operated, and it is more than doubtful if the same scale reading gives a consistent value of capacity. The idea that the greater capacity of in the "full" position, otherwise an- ter could afford any advantage really has no point, for large uncer- tain edge effects. Should values of capacity are not then be any desire to use such a wanted, it is maximum voltage con- denser for short waves, this that is required for a value, and a little consideration of C. E. R. transformed into a quantity. For fixed value blocking con- capacity formula shows that densers alternate layers of thin minimum capacity provides copper strip and mica pressed maximum voltage. The question naturally arises as to why a con- denser should be wanted at all, thick- ness will prove thoroughly reliable. For such purposes as only capacity available would be that of the inductance coil, and as wave length is a constant be of an approximate order if the times inductance X capacity, best results are to be obtained small capacity means large in- Thus a grid condenser for use ductance, and hence resistance with grid-leak needs to be about with it-damping effect. Briefly, .0002 mfd. for a high tension some capacity is wanted for sharp battery something like .001 mfd. tuning. And so we arrive at the is suitable, a blocking condenser

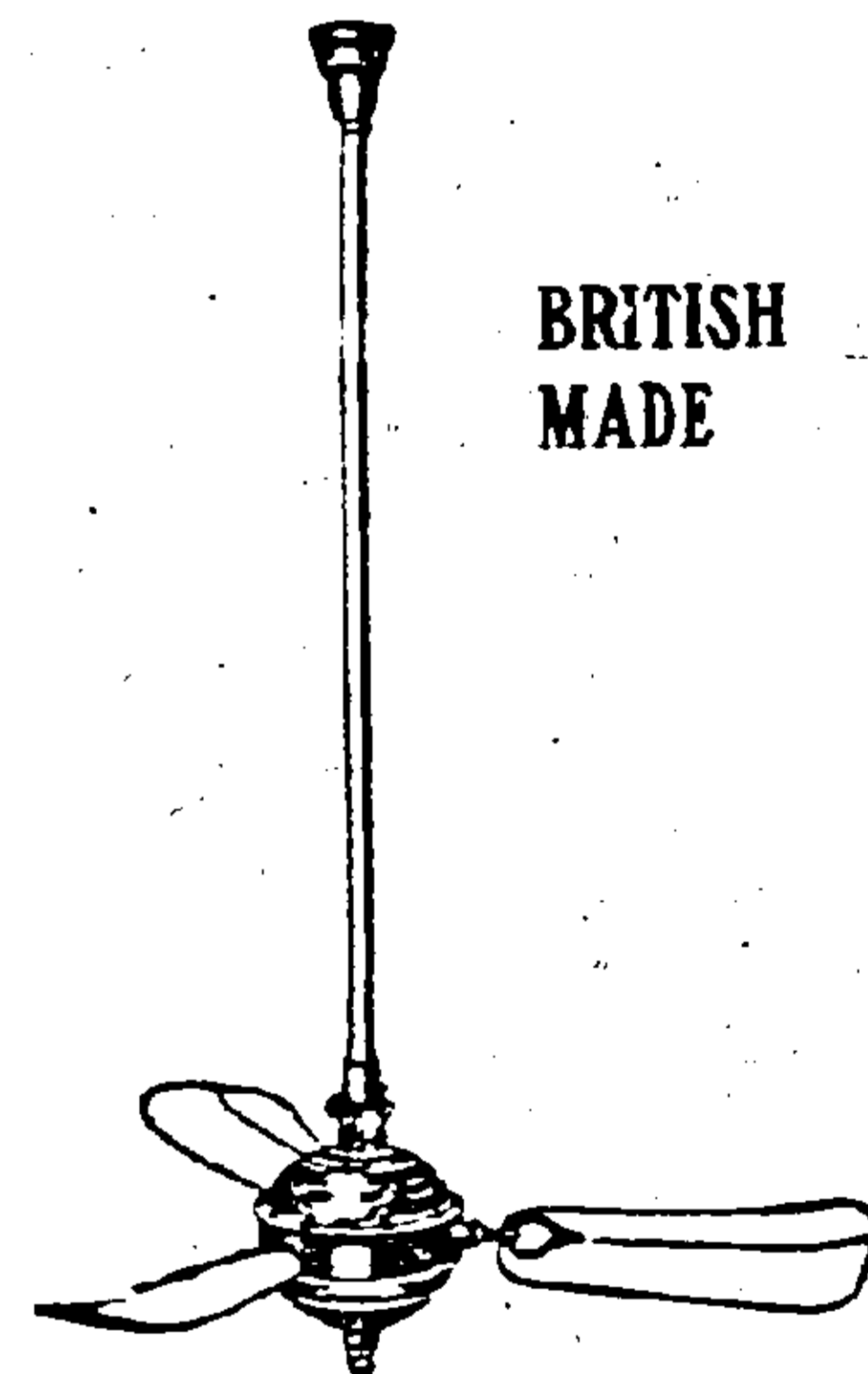
THE GRID-LEAK
All now for the grid leak resistance. It was quite a long time before anything approaching a reliable grid leak was obtainable. Possibly this was why for so long many leading wireless experts had no use for the grid leak and declared it was respon- sible for circuit noises. On the other hand it is doubtful whether the grid leak is required with what are known as soft valves, and many valves a few years ago were rather soft. For experi- mental purposes the grid leak often consisted of a small piece of fibre across a narrow strip of which black lead from a pencil was vigorously rubbed on. The contacts were made by small bolts, nuts, and washers. Later, Indian ink superseded lead pencil and fore and ink were dipped in enamel and hardened. One hardly needs to add that it was difficult to obtain the same measurement of resistance very often. However, they did sur- prisingly good service at times. (Graphite is still sometimes used for the necessary high resist- ance—2 megohms is the usually accepted value—but it is now enclosed in specially sealed tubes. Many other forms of grid leak resistance of an enclosed nature are used—manufacturers are, however, very mysterious about what they use for the resistance. But it seems unquestioned that with the modern receiving valve the grid leak is generally neces- sary.

CONNECTIONS.
A word or two should be given as to the running of connections. These require much care, in fact there is scope for a good deal of ingenuity. They should so far as possible be short and widely spaced, and it is a good plan to keep them parallel to the edge of the base—this last ensures tidiness and ease in tracing connections. Above everything avoid anything like a tangle as most uncertain effects are produced; there must never be any chance for connections to be moved if it can be avoided.

As regards length, it must be remembered that long leads only add to the capacity. Those who are in a position to do so should try measuring the capacity of a few inches of parallel wires, say 14 or 16-gauge, even two or three inches apart.

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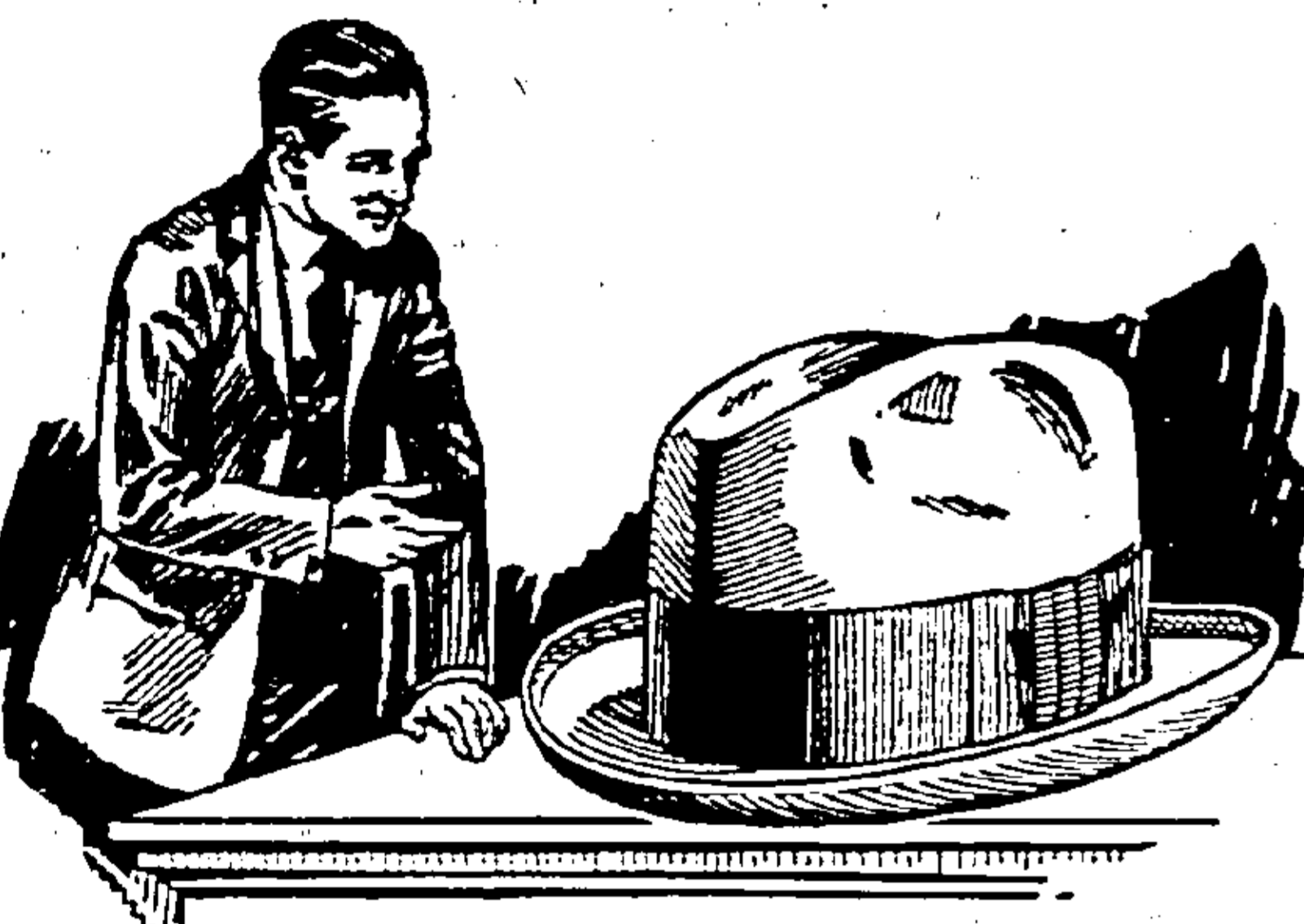
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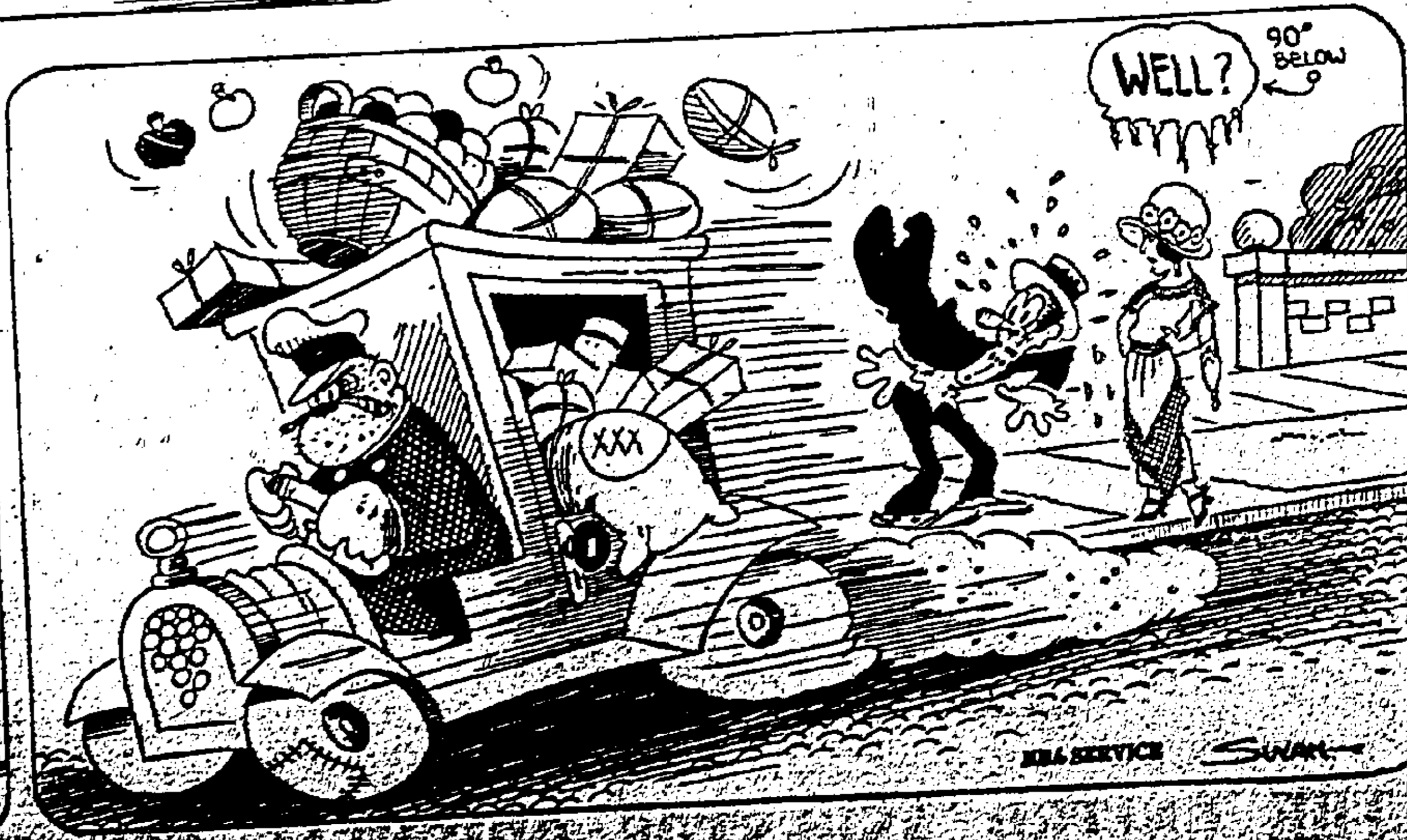
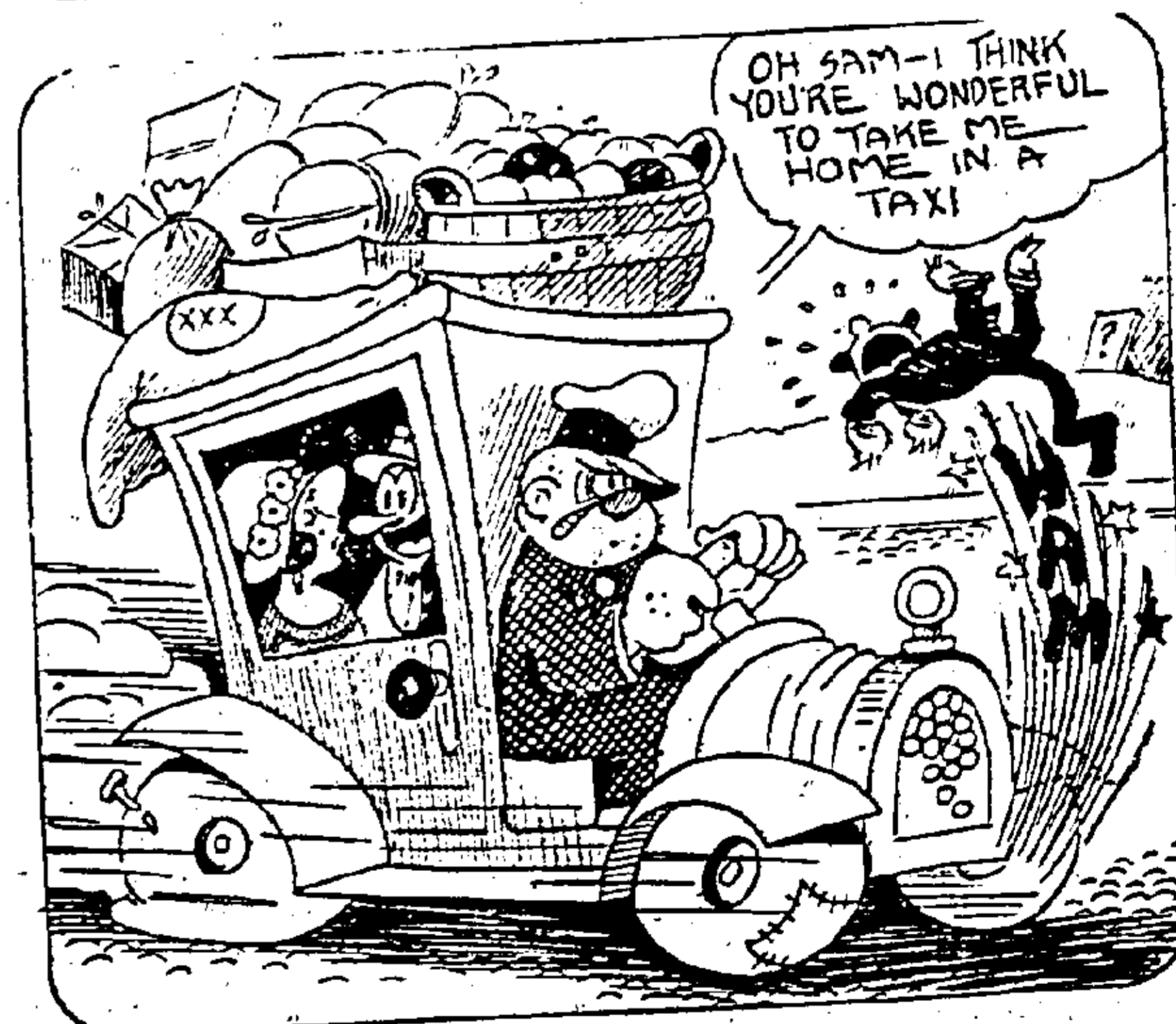
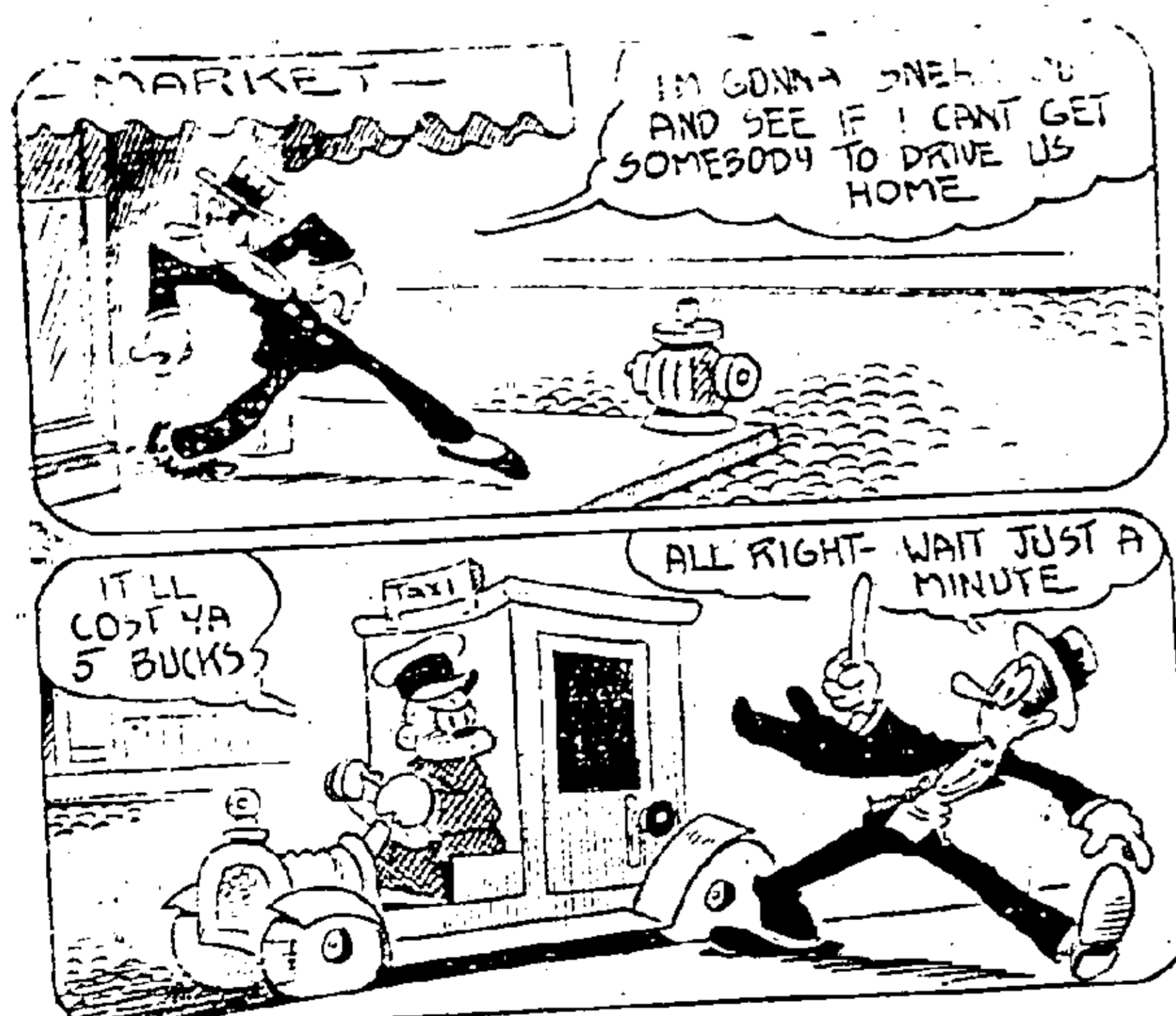
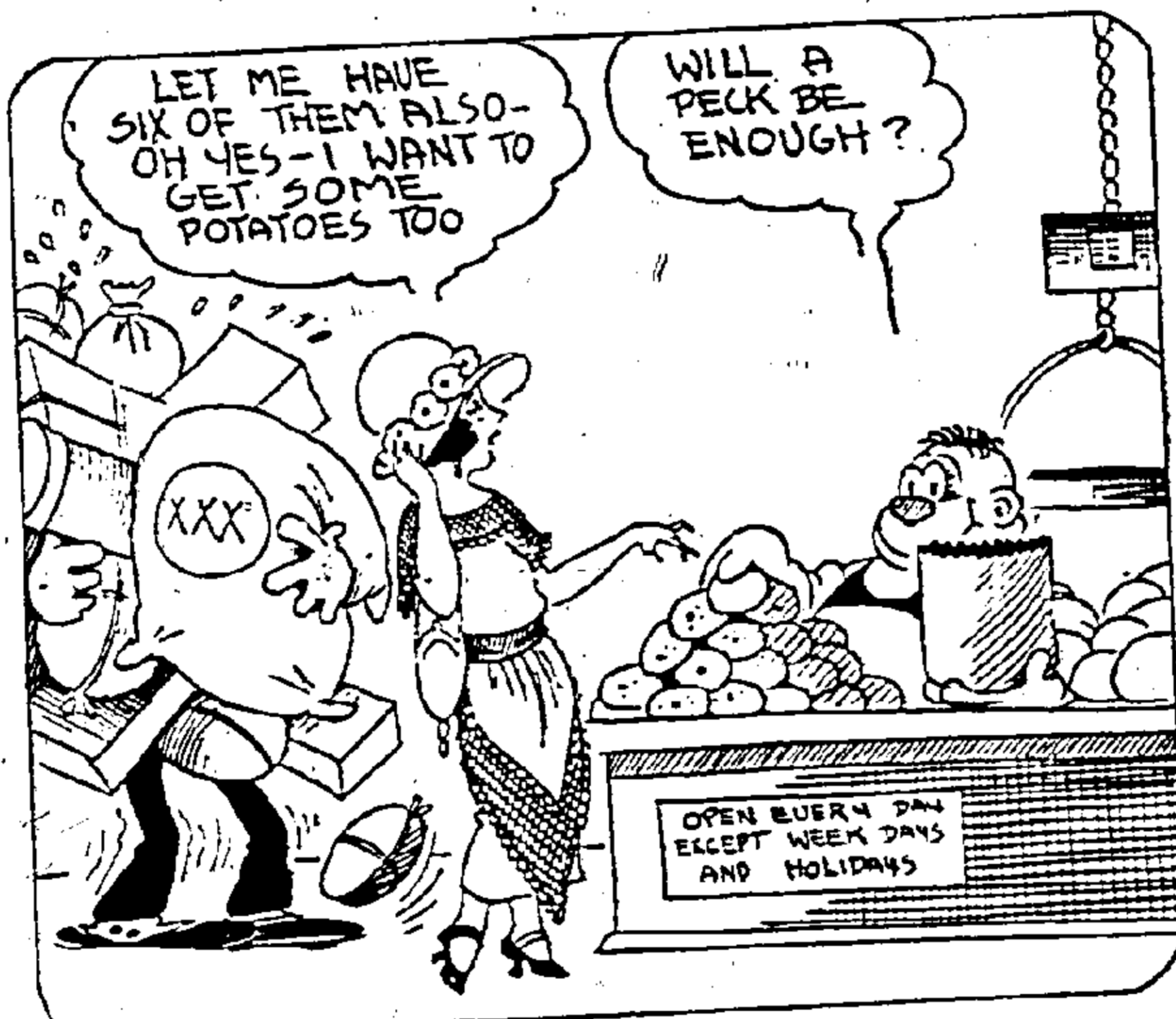
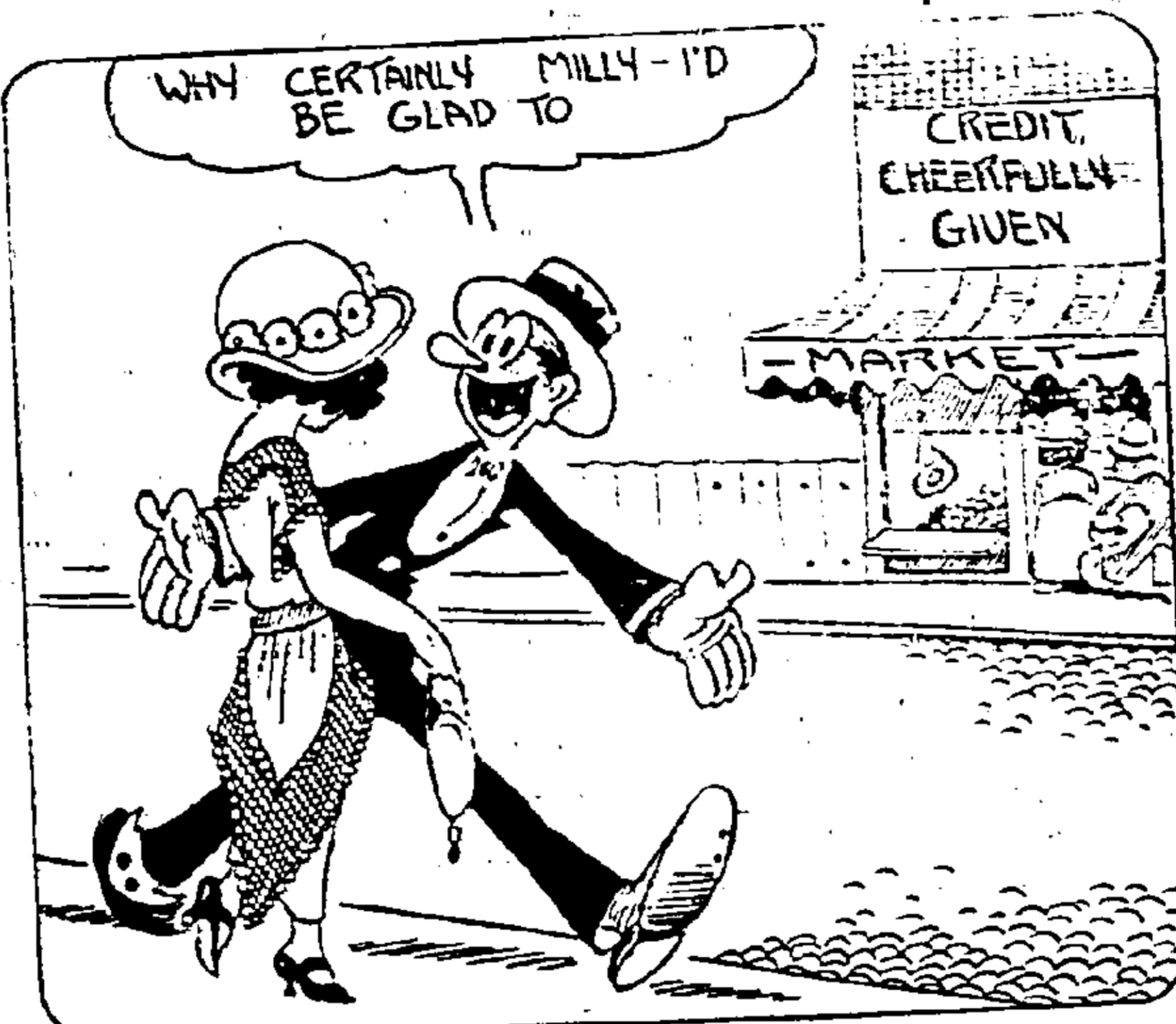
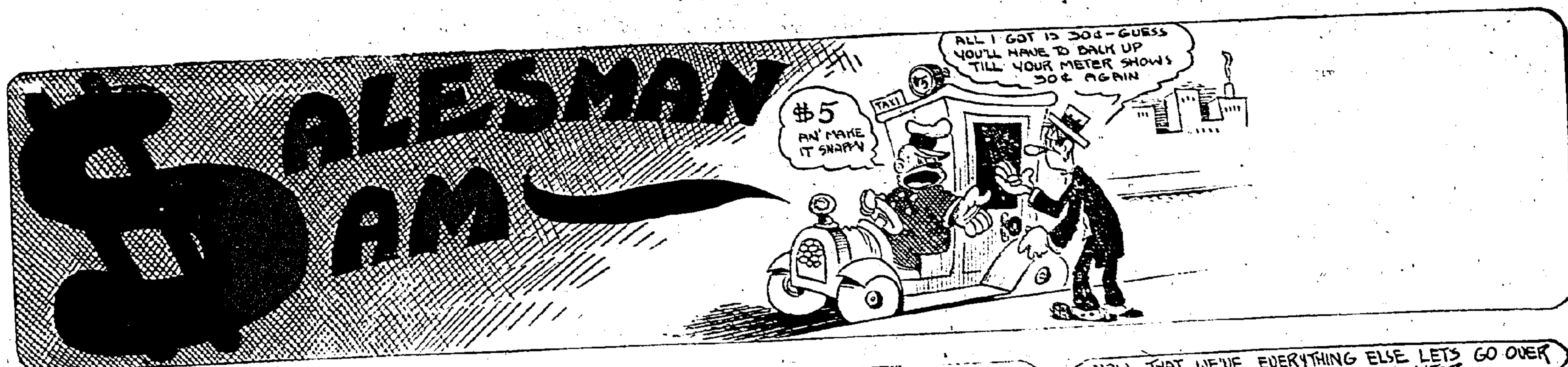
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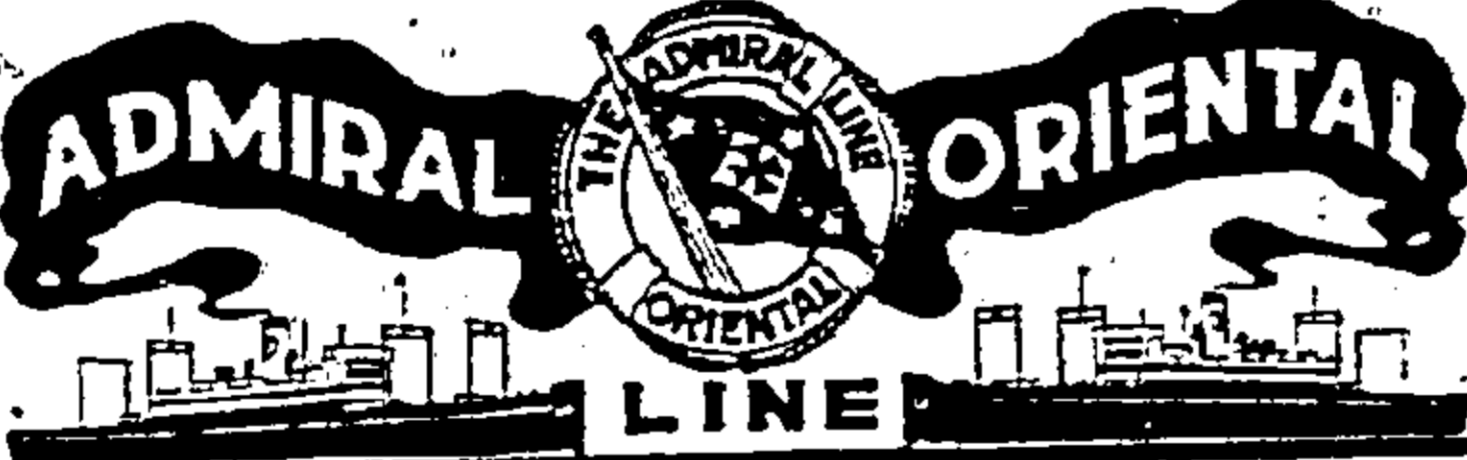
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Top Floor, King's Building, Tel. Central No. 140.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

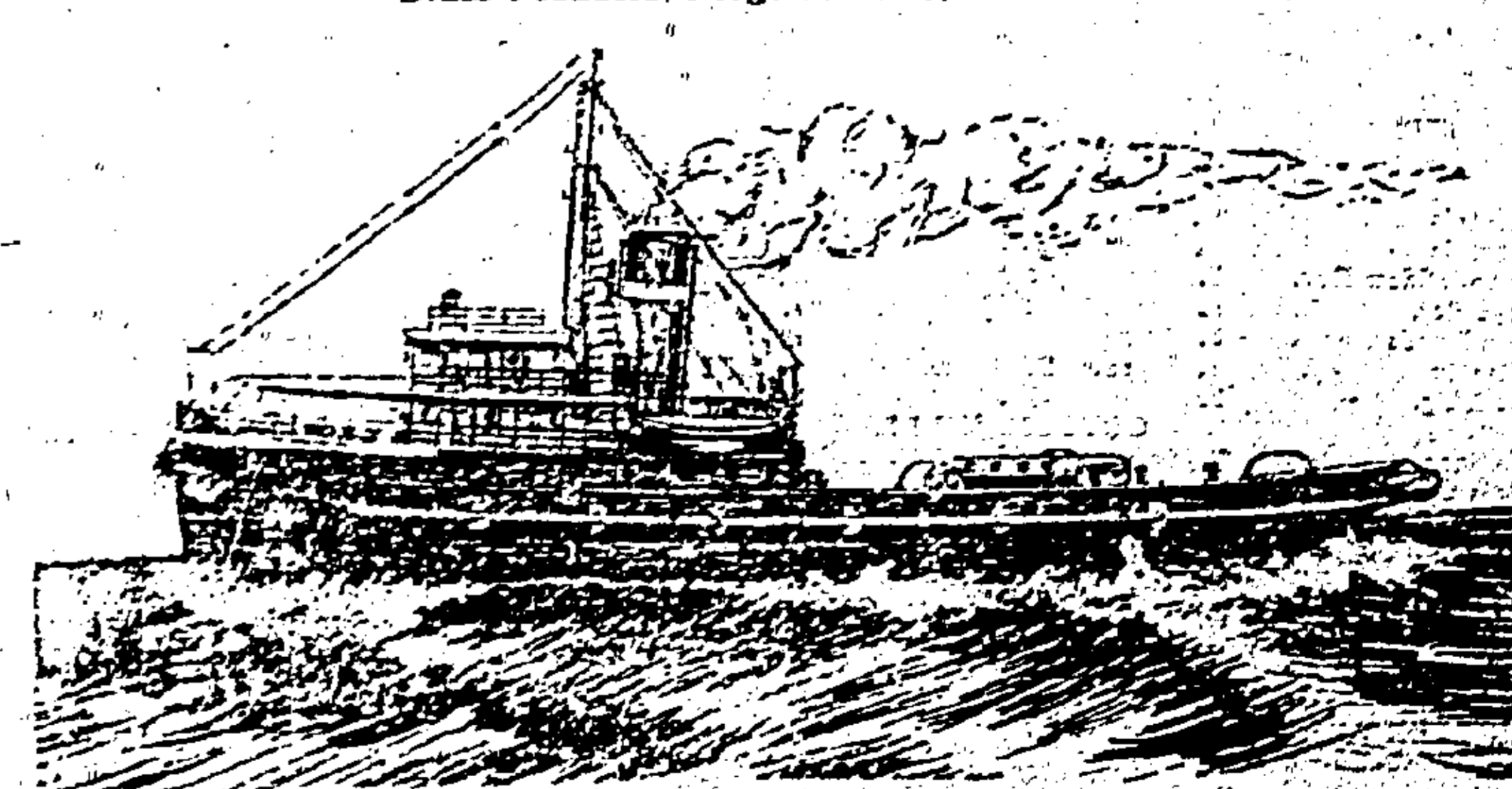
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Cable Code: A. I. A. B. C. Fifth Edition: Engineering, First and Second Editions.

Western Union and Wireless

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by the Hongkong & Whampoa Dock Co., Ltd., Hongkong

for their own service, 1921. Length 185' B.P. Breadth 34' (m) D-pth 17' (m) I.H.P. 2000.

Fitted with electrically-driven screw-propellers and centrifugal pumps, air compressing, with

searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

R.M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

CONSIGNEE

NOTICE TO CONSIGNEES

The Steamship "VENEZIA"

From Trieste, Venice, Spalato,

Brindisi, Port Said, Port Sudan,

Massau, Aden, Colombo,

Penang & Singapore.

CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk, into the Godowns of the

Hongkong and Kowloon Wharf

& Godown Company, Ltd., at

Kowloon, whence and/or from

the wharves delivery may be

obtained.

Optional Cargo will be for-

warded unless notice to the

contrary be given before 1st inst.

No claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after the 7th

inst. will be subject to rent.

All claims against the steamer

must be presented to the under-

signed on or before the 17th

inst. or they will not be recogni-

sed.

All broken, chafed, & damaged

Goods are to be left in the Go-

downs, where they will be ex-

amined on the 6th inst. at 10 a.m.

by our surveyors Messrs. God-

dard & Douglas.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & Co., Ltd.

Agents.

Hongkong, 1st October, 1923.

THE BEN LINE STEAMERS,

LIMITED.

From LEITH, ANTWERP,

MIDDLESBRO, LONDON

& STRAITS.

The Steamship

"BENLEUCH"

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SOUDAN	6,696	17th Oct.	S'pore, Pang, C'bo & B'bay
KARNATA	9,098	19th Oct.	M'les, London & Antwerp
CALEDONIA	7,622	2nd Nov.	E'bay, M'les, Gib. L'don, A'werp
NELLORE	6,853	6th Nov.	M'les, L'don, A'werp, R'dam
SICILIA	6,813	14th Nov.	S'pore, Pang, C'bo & B'bay
MAIWA	10,941	16th Nov.	M'les, Gib. L'don & A'werp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,949	8th Oct.	S'pore, Penang & Calcutta
TORILLA	5,205	29th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	7 Oct. 10 a.m.	(Manila, S'kan, Thursday Is.)
ST. ALBANS	4,500	3rd Nov.	Townsville, Brisbane, Sydney & Melbourne.
EASTERN	4,000	1st Dec.	

Frequent connection from Australia with the following:
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton & London via Panama Canal.**SAILINGS TO SHANGHAI & JAPAN.**

TORILLA	5,205	7th Oct.	Amoy, S'hai, Moji & Kobe
SOFA	5,381	9th Oct.	Kobe direct
ST. ALBANS	4,500	9th Oct.	Moji & Kobe
KALYAN	9,062	12th Oct.	Shanghai, Moji & Kobe
CALEDONIA	7,622	20th Oct.	Shanghai

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
22, Des Voeux Road, Central.**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAMOV	22nd Oct.	GLENLICE	22nd Oct. Genoa.
CARMARTHENSHIRE	31st Oct.	London, A'werp, R'dam, H'burg	
GLENGARRY	1st Nov.	GLENOGLE	29th Oct.
GLENAPP	15th Nov.	London, Rotterdam & H'burg	
		GLENAMOV	End of Nov.
		Genoa, L'don, R'dam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3695.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from H'g. for M'les
CORDILLERE	—	—	16th Oct.
ANGERS	—	—	30th Oct.
CHILI	7th Sept.	10th Oct.	13th Nov.
PORTHOS	21st Sept.	24th Oct.	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBORD	19th Oct.	22nd Nov.	25th Dec.

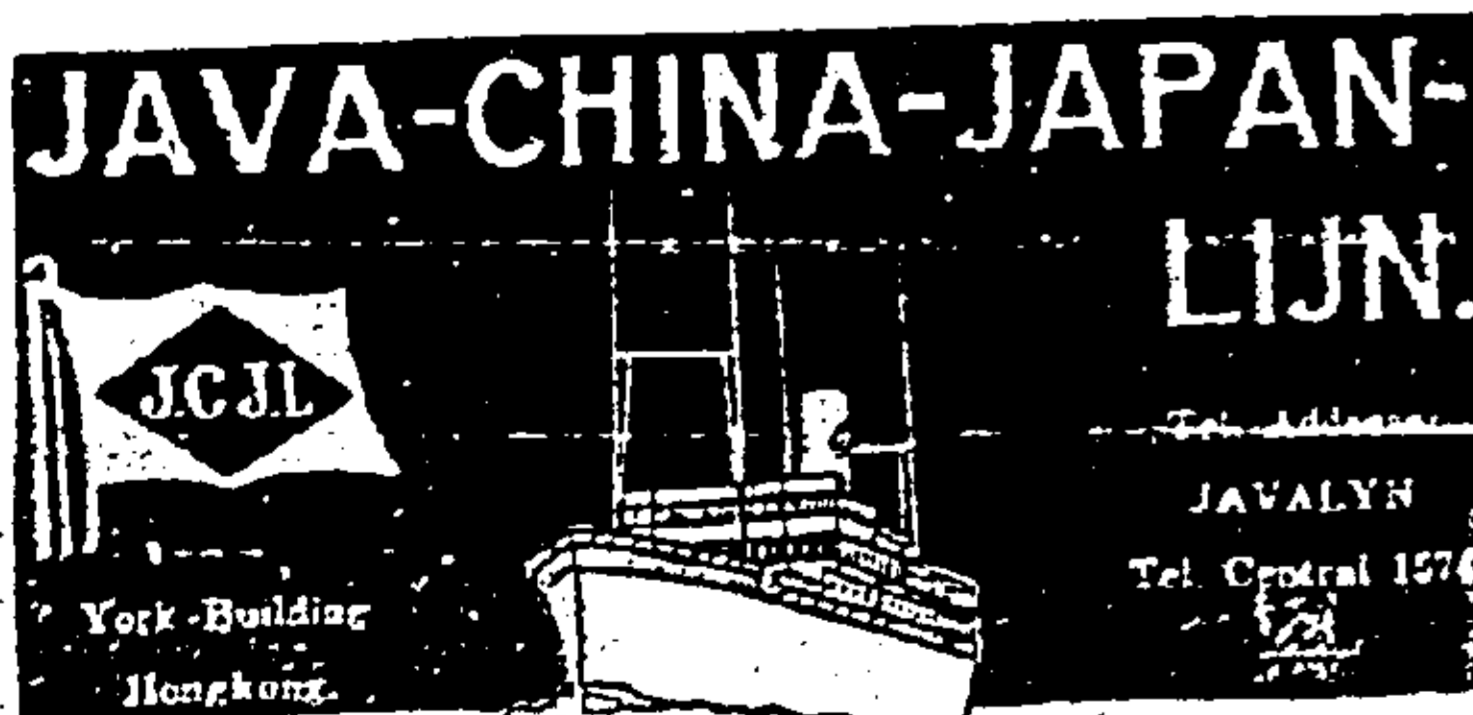
RATES OF PASSAGE MONEY TO MARSEILLES.(including Table Wine and free Doctor's attendance)
A Class 1st Class £95.0.0 B Class 1st Class £89.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £62.0.0

Through Tickets to London and Leading Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. C. P. LECOQ loading for Alger, Oran, Havre, Antwerp, Dunkirk about 10th Oct. and may eventually call at Liverpool, Valencia, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).

Also through Bills Lading issued to Helsingfors, Reval & Riga. For full particulars apply to:

Messageries Maritimes Co.
3 Queen's Building.
Telephone Central 740. COGNAC. TRANSIT. REPRESENTATION.REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers.	From	Expected on/about	Will leave on/about	For
Cerebes	Java	In port	6th Oct.	Muntok, Batavia
Tjondari	N. China	In port	6th Oct.	Japan
Tjikarang	Java	6th Oct.	8th Oct.	Japan
Tjikong	Java	11th Oct.	13th Oct.	M'les & S'hai
Tjikong	Java	14th Oct.	17th Oct.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.Through passage rates to Europe via America G. 5405. G. 5420. G. 5440.
KAGA MARU (Calling Koolung) Monday, 15th Oct. at 11 a.m.
IYO MARU... Thursday, 4th Nov. at 11 a.m.MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKOZAKI MARU... Tuesday, 9th Oct. at 4 p.m.
HAKUSAN MARU... Monday, 22nd Oct. at 4 p.m.HAMBURG via LONDON & ROTTERDAM.
MATSUMOTO MARU... Sunday, 7th Nov.LIVERPOOL via MARSEILLES & VALENCIA.
LYONS MARU... Wednesday, 31st Oct.SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU... Wednesday, 17th Oct. at 11 a.m.
AKI MARU... Wednesday, 14th Nov.NEW YORK and/or BOSTON via PANAMA.
TAKETOYO MARU... Thursday, 1st Nov.BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU... Thursday, 25th Oct.BOMBAY via Singapore, Penang & Colombo.
SADO MARU... Friday, 12th Oct.CALCUTTA via Singapore, Penang & Rangoon.
AWA MARU... Monday, 8th Oct.NAGASAKI, KOBE & YOKOHAMA.
AKI MARU... Thursday, 11th Oct.SHANGHAI, KOBE & YOKOHAMA.
ROZAN MARU... Thursday, 11th Oct.

KAMO MARU... Saturday, 13th Oct.

WAKOSA MARU... Tuesday, 16th Oct.

KATORI MARU... Tuesday, 23rd Oct.

For further information apply to:-
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. F. OGURI, Manager.**DODWELL & CO., LTD.**

NEW YORK BERTH.

FOR BOSTON & NEW YORK via SUEZ.

S.S. "SURUGA"... Sailing on or about 23rd Oct.
S.S. "BOLTON CASTLE"... Sailing on or about 12th Nov.**LLOYD TRIESTINO.**

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.S.S. "FUIME-L"... Sailing on or about 2nd Nov.
S.S. "DUEBENA D'AOSTA"... Sailing on or about 2nd Dec.**FOR BRINDISI, VENICE & TRIESTE.**via Singapore, Penang and Colombo.
S.S. "ROSANDRA"... Sailing on or about 4th Oct.
S.S. "VENEZIA"... Sailing on or about 2nd Nov.
S.S. "FUIME-L"... Sailing on or about 2nd Dec.**NATAL LINE OF STEAMERS.**FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMVOTI" Sailing from Calcutta on or about 1st Dec.From Calcutta and Colombo.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.This steamer carries freight only.
For Freight or Passage on any of the above Lines apply to:-**DODWELL & CO., LTD.**
Telephone Central 1030. Agents.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for Manila, Cebu and Australian Ports.
TAIYUAN	5th Oct. p.m.	10th Oct. at 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Telephone Central No. 35. Agents.**ELLERMAN & STEAMSHIP COMPANY, LTD.**Projected Sailings from Hongkong
Subject to alteration.
Kesama 16th Oct. Havre, London, R'dam & Hamburg.PASSENGER SERVICE.
City of Karachi 13th Oct. S'hai & Kobe.
City of Karachi 4th Dec. Marseilles & London.
City of Paris 2nd Jan. do.
City of Canterbury 21st Feb. do.
City of York 30th Mar. do.
City of Cairo 18th Apr. do.FARES TO LONDON.
Single 1st Class A £ 92. B £ 64. 2nd Class A £ 62. B £ 50.
Return 1st Class A £ 151. B £ 117. 2nd Class A £ 108. B £ 79.For further particulars apply to
HOLYOAK MASSEY & CO., LTD. THE HANK LINE, LTD.
CANTON Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA	Wingsang	Fri. 5th Oct. at 3 p.m.
BANGKOK via Hoihow Chunsang	Sat. 6th Oct. at 9 a.m.	
HAIPHONG via Hoihow Leesang	Sat. 6th Oct. at 10 a.m.	
STRAITS & Calcutta	Lalsang	Sat. 6th Oct. at 3 p.m.
SHANGHAI via Swatow Waishang	Sun. 7th Oct. at d'light	
BANGKOK via Swatow Chaksang	Tues. 9th Oct. at noon	
TTAO via S'ow & S'hai Yussang	Wed. 10th Oct. at d'light	
TIENSIN	Chipshing	Wed. 10th Oct. at noon
SHANGHAI via Swatow Kwongsang	Fri. 15th Oct. at d'light	
KOBE & Moji	Fooksang	Sat. 13th Oct. at noon
TTAO via S'ow & S'hai Tungshing	Wed. 17th Oct. at d'light	
STRAITS & Calcutta	Hosang	Thurs. 18th Oct. at 3 p.m.
SANDAKAN	Hinsang	Sat. 20th Oct. at 3 p.m.

Calcutta Line.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line.—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line.—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line.—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Thursday, 18th Oct. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—
JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. General Managers.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiphong	W. C. Passmore	SUN. 7th Oct. at 10 a.m.
Haifooing	Ellis Walker	TUES. 9th Oct. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to**Douglas Lapraik & Co.,**
General Managers.**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOONwill be despatched on 16th Oct.
to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE to SINGAPORE, £100.
In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.Agents—JAVA CHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Road.**ASHIA BEER**

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO, JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG

CONSIGNEES.

**ADMIRAL ORIENTAL LINE**The Steamship
"PRESIDENT MCKINLEY"
having arrived from Manila P.I. on Sept. 30th Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the godown where it will be examined at 10 a.m. on October 6th at the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on the after Oct. 8th will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents.**ADMIRAL ORIENTAL LINE**
4, Des Voeux Road.**ADMIRAL ORIENTAL LINE**The Steamship
"PRESIDENT JACKSON"
having arrived from Seattle via port on October 2nd. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on October 8th at the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after Oct. 8th will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents.**ADMIRAL ORIENTAL LINE**
4, Des Voeux Road.
Hongkong, Oct. 2nd 1923.**ADMIRAL ORIENTAL LINE**The Steamship
"SCOTTSEURG"
having arrived from New York via ports, on Oct. 5th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 11th inst. the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after October 12th will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents.**ADMIRAL ORIENTAL LINE**
4, Des Voeux Road.
Hongkong, Oct. 2nd 1923.**THE BARBER STEAMSHIP LINE**
4, Des Voeux Road.
Hongkong, Oct. 2nd 1923.

NOTICE.



RICHARD BONELLI

Call and inspect the latest machine models at
THE BRUNSWICK STUDIO
17, ICE HOUSE STREET

BRUNSWICK
PHONOGRAPHS AND RECORDS

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG:
Hongkong Hotel, Peak Hotel,
Repulse Bay Hotel.

SHANGHAI:
Astor House Hotel, Palace Hotel,
Grand Hotel, Kalee.

PEKING:
Grand Hotel des Wagon Lits.

The Hongkong Hotel Co., Ltd.
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagon-Lits, Ltd.

KOWLOON HOTEL

Telephone K. 603 and 609. Cable Address: Kowhotel
THE PREMIER HOTEL IN KOWLOON.
Electric Lifts to all Floors and Roof Garden.
Telephone on all Floors.
Daily, Monthly & Family Rates.
Apply Mrs. M. BLAKE.
FIRST CLASS SALOON BAR AND BILLIARD ROOM.
Proprietor: FRANK L. COOKE.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 3. Tel. Add. Palace
Two minutes from Ferry and Railway Station. Five minutes
by Ferry from Hongkong.
A first class Hotel in every respect and under English manage-
ment.
Cuisine under personal supervision of the Proprietor.
Lounge Bar and Billiard Room.
Terms moderate.
Special arrangements for families on application to
J. H. OXBURY, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER,
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.
The Hotel Orchestra under the Direction of
Mr. F. R. Martens.
Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2749 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.



LIKE A
LANDMARK
SIGNIFIED BY YEARS OF SERVICE
THE
CAPSTAN
LABEL
HAS BEEN A DIRECTING SIGN
TO
DISCRIMINATING SMOKERS

W.D. & H.O. WILLS
Bristol & London

EXCHANGE.

Opening Rate: closing Rate on Page 11
SELLING

30 d/s. San Francisco and New York	51 1/2
4 m/s. Marc	9.35
4 m/s. France	9.50
6 m/s. " "	9.50
Demand, Germany	52
Demand, New York	52
T/T, Bombay	17 1/2
Demand, Bombay	17 1/2
T/T, Calcutta	16 1/2
Demand, Calcutta	16 1/2
20 Yokohama	10 1/2
Demand, Manila	10 1/2
Demand, Singapore	10 1/2
Demand, Batavia	10 1/2
On Haiphong	10 1/2
On Saigon	10 1/2
On Bangkok	10 1/2
Sovereign	8 1/2
Gold leaf per Tael	43 1/2
Bar Silver	31 1/2
forward	31 3/4
Bank of England rate	3 1/2
New York/London	45 1/2

BUYING

4 m/s. L/C	2 1/4
4 m/s. D/P	2 1/4
6 m/s. L/C	2 1/4
70 d/s. Sydney and Melbourne	2 1/4

SUBSIDIARY COINS.

Hongkong 50 cent pieces	1 1/2 p.m.
10	1 1/2 p.m.
5	1 1/2 p.m.
Canton sub. coins	1 1/2 p.m.
Hankow sub. coins	1 1/2 p.m.

Hongkong October 6, 1923.

POST OFFICE NOTICES.

GENERAL HOLIDAY
On Monday the 9th Inst. the G.P.O. and the Branch Post Office will be open as follows:—The G.P.O. and Kowloon Branch from 8 a.m. to 9 a.m. only, being closed from 9 a.m. to 9 p.m. and from 5 p.m. to 8 p.m. Western Baiyingsun Yim-mai & Shanghai from 8 a.m. to 9 a.m. and from 5 p.m. to 8 p.m. There will be one collection of letters from the pillar boxes and one delivery of ordinary correspondence as on Sunday, and also one delivery of registered correspondence from the G.P.O. at 9 a.m. The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per	Due
Manila	Pres. Wilson	6th Oct.
Australia & Manila	Taiwan M.	6th
Shanghai	Yin Chow	6th
Straits	Torilla	6th
Japan	Awa M.	7th
Bombay	Lucow	7th
Japan & Shanghai	Hakozaki	9th
Manila	Karo M.	11th
London (Parcels 5th Sept.)	Kijyan	11th
Japan	Pado M.	11th
U.S.A., Canada, Japan & Shanghai	Pres. Jefferson	14th

OUTWARD MAILS.

For	Per	Date
Manila, Sardak, Australia & New Zealand via Thursday Island	Aratuna	6th Oct. 5 p.m.
		Departure 6.15 a.m.
		Letter 8.30 a.m.
		(Due Thursday 11.4th Oct.)
Shanghai, Japan, Honolulu, Canada, U.S.A., U. & South America & Europe via San Francisco	Pres. Wilson	Parcels 6th 5 p.m.
		Letters 7 a.m.
		Registration 9 a.m.
		Departure 10 a.m.
		(Due San Francisco 10th Oct.)
Manila	Celtic Prince	7th Oct. 5 a.m.
Manila, Amoy & Fuzhou	Kijyan	7th Oct. 5 a.m.
Bombay, Amoy & Fuzhou	Hakozaki	7th Oct. 5 a.m.
Amoy	Yin Chow	7th Oct. 5 a.m.
Japan, Honolulu & San Francisco	Taiwan M.	Mon. 8th Oct. 5 a.m.
		(Due San Francisco 10th Oct.)
Bombay, Amoy & Fuzhou	Hakozaki	Mon. 8th Oct. 5 a.m.
Bombay & Bangkok	Kijyan	Tues. 9th Oct. 10.30 a.m.

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS Lists for the above Fund are open at the following places:—
Hongkong General Chamber of Commerce.
Hongkong & Shanghai Bank-
ing Corporation.
Chartered Bank of India
Australia & China.
Mercantile Bank of India.
International Banking Corporation.
Netherlands Trading Society.
Yokohama Specie Bank.
Hongkong Club.
Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.
By Order
D. K. BLAIR,
Secretary,
Hongkong Relief Committee.
Hongkong 10th September, 1923.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S. S. "TAIYO MARU"

Voy. 12-WEST

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.
The above named Steamer having arrived on Friday 5th Oct., 1923, consignees of cargo are hereby notified to present their Bills of Lading for counter-
signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo remaining immediate discharge will be landed at consignee's risk.
Stores will be assessed on cargo remaining undelivered after Friday, 12th October 1923.
All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, 12th October, 1923 at 10 a.m.
No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.
No fire insurance, whatever will be effected.
Y. TSUTSUMI,
Manager.

ENTERTAINMENTS.

FOR CORONET ANNOUNCEMENT
SEE PAGE FOUR

There is

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CINDERELLA'S TWIN

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9.15 p.m. ... \$1.20 & 90 cts.

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THE HONGKONG JOCKEY CLUB

THE Fourth Gymkhana Meeting will be held (weather permitting) at Happy Valley on Saturday 6th. and Monday 8th October 1923, commencing 3.15 p.m. each day.
The charge for admission to the Public Enclosure will be \$1.00 Soldiers and Sailors in uniform half price.
Members are advised that they must show their badges to obtain admission to the Members' Enclosure.
Each member has the right of introducing 2 non-members to the members' enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.00 each up to Friday Oct. 5th.
The Stewards invite the ladies of Hongkong to be present!

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